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**Aerodynamic Influence Coefficients  
from Piston Theory:  
Analytical Development  
and Computational Procedure**

**15 AUGUST 1962**

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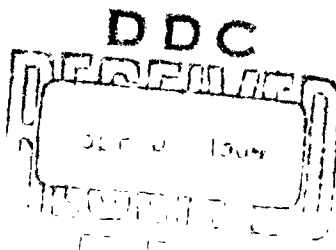
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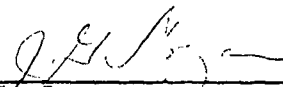
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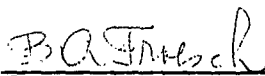
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PISTON THEORY: ANALYTICAL DEVELOPMENT  
AND COMPUTATIONAL PROCEDURE

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## ABSTRACT

In this report we present a method for calculating the aerodynamic influence coefficients (AICs) based on third-order piston theory with an optional correction to agree with Van Dyke's quasi-steady second-order theory. The AICs are computed assuming the airfoil to have a rigid chord with or without a (rigid chord) control surface. The influence coefficients relate the surface deflections to the aerodynamic forces through the following definitions. In the oscillatory case,

$$\{F\} = \rho \omega^2 b_r^2 [C_h] \{h\}$$

and in the steady case,

$$\{F_s\} = (1/2) \rho V^2 (S/\bar{c}) [C_{hs}] \{h\}$$

The piston theory is limited to high Mach number (or high reduced frequency), but Van Dyke's quasi-steady correction extends the validity to some lower supersonic Mach number at low reduced frequency.

The AcroSpace IBM 7090 Computer Program Number HM11 provides the AICs from this theory in both a printed and an optional punched-card output format. The program capacity is 25 surface strips, 15 Mach numbers, and 20 reduced velocities for each Mach number.

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## SYMBOLS

$a_o$	Ambient speed of sound
$b$	Local semichord
$b_r$	Reference semichord
$C_h$	Element of oscillatory aerodynamic influence coefficient matrix
$C_{hs}$	Element of steady aerodynamic influence coefficient matrix
$C_n$	Coefficients in expressions for pressure coefficient
$C_p$	Pressure coefficient
$c$	Local chord
$c_a$	Control surface chord
$\bar{c}$	Mean aerodynamic chord
$d$	Distance between forward and aft control points
$F$	Control point force
$g$	Airfoil semithickness
$g_x$	Slope of airfoil, $g_x = dg/dx$
$h$	Vertical deflection
$I_n, J_n$	Thickness integrals
$K_n$	Coefficients in expressions for oscillatory aerodynamic coefficients
$k$	Local reduced frequency, $k = \omega b/V$
$k_r$	Reference reduced frequency
$L_{h_o}, L_{a_o}, L_{\beta_o}$	Oscillatory leading edge lift coefficients



$L_o$	Lift referred to leading edge motion
$M$	Free stream Mach number
$M_{h_o}, M_{a_o}, M_{\beta_o}$	Oscillatory leading edge pitching moment coefficients
$M_o$	Pitching moment about leading edge referred to leading edge motion
$p$	Surface pressure; $p_o$ is ambient pressure
$q$	Free stream dynamic pressure
$r_h, r_t$	Ratios of hinge-line and trailing-edge thicknesses to maximum thickness, respectively
$S$	Wing area
$s$	Wing semispan
$T_{h_o}, T_{a_o}, T_{\beta_o}$	Oscillatory leading edge hinge moment coefficients
$T_o$	Hinge moment referred to leading edge motion
$t_{max}$	Airfoil maximum thickness
$V$	Free stream velocity
$V/b_r \omega$	Reference reduced velocity, $V/b_r \omega = 1/k_r$
$v$	Unsteady component of downwash velocity
$w$	Downwash velocity
$x$	Chordwise coordinate; $x_o$ is coordinate of pitching axis; $x_m$ is coordinate of maximum thickness point; $x_h$ is coordinate of hinge line
$\alpha$	Angle of attack; $\alpha_o$ is initial angle of attack
$\beta$	Control surface incidence; also, $\beta = (M^2 - 1)^{1/2}$
$\gamma$	Specific heat ratio of air, $\gamma = 1.400$
$\Delta y$	Strip width

$\Lambda$	Leading edge sweep angle
$\xi$	Dimensionless chordwise coordinate, $\xi = x/c$
$\rho$	Free stream density
$\tau, \tau_h, \tau_t$	Airfoil thickness ratios at point of maximum thickness, hinge line, and trailing edge, respectively
$\omega$	Circular frequency
$(\bar{\quad})$	Bar denotes term depends on flow characteristics normal to leading edge
$[ \quad ]$	Square matrix
$\{ \quad \}$	Column matrix

## SECTION I

### FORMULATION OF THE PROBLEM

#### A. Introduction

The pressure on a lifting surface is normally given by a surface functional relationship. However, in the limit of a high Mach number (or high reduced frequency), this relationship becomes a point function. As a consequence of this limit, aerodynamic influence coefficients (AICs) may be specified exactly by a strip theory, and control surface and camber effects may be determined in a straightforward manner.

The present formulation derives the AICs from third-order piston theory for a lifting surface with control surface (both assumed rigid in the chordwise direction; i. e. , no camber is presently considered). The derivation differs only slightly from that of Ashley and Zartarian<sup>1</sup> in that in the present case the third-order pressure coefficient is generalized to account for sweep and steady angle of attack, and, following a suggestion of Morgan, Huckel, and Runyan,<sup>2</sup> a correction (optional) is suggested to give agreement with the second-order quasi-steady supersonic theory of Van Dyke.<sup>3</sup> This quasi-steady correction should extend the validity of the piston theory to lower supersonic Mach numbers at low reduced frequencies. The derivation given here is taken from Ref. 4; further, the computational aspects of the present report are an extension of the computing procedure of Ref. 4.

#### B. Sign Convention

The flutter sign convention is used in the oscillatory case: forces and deflections are positive down; rotations are positive with leading edge up. The aerodynamic sign convention is used in the steady case: forces and deflections are positive up; rotations are positive with leading edge up.

### C. Derivation of Equations

We quote here the development of Miles<sup>5</sup> in obtaining the piston theory pressure coefficient. There are two cases of interest. The first assumes that the angle of attack is small enough that there are pressure perturbations on the expansion side of the surface. The second assumes that the angle of attack is large, and that the expansion pressure approaches a vacuum and is ineffective in producing perturbations. Because of the difficulty in specifying the transition from low to high angle of attack, we shall restrict the present consideration to the first case, the low angle of attack.

"Hayes' hypersonic approximation states that any plane slab of fluid initially perpendicular to the undisturbed flow may be assumed to remain so as it is swept downstream and to move in its own plane under the laws of one-dimensional, unsteady motion. Thus, the problem of a wing having an arbitrarily prescribed motion normal to its surface may be reduced to the consideration of the one-dimensional motion of a piston into an otherwise undisturbed flow. This problem is relatively simple if the disturbances produced by the piston are treated as simple waves, for then the pressure on the piston depends only on the instantaneous velocity there,  $w$ , and is given by

$$p/p_0 = [1 + (1/2)(\gamma-1)(w/a_0)]^{2\gamma/(\gamma-1)} \quad \frac{w}{a_0} = M_{\text{piston}} \quad (1)$$

where  $p_0$  and  $a_0$  are the values of pressure and sonic velocity in the undisturbed flow.

"The result, Eq. (1), is exact for an expansion, but the presence of a shock front (and consequent departure from isentropic flow) renders it only approximate for a compression. Lighthill has suggested a cubic approximation

to be adequate for practical application if  $|w/a_o| < 1$ . The series expansion yields

$$p/p_o = 1 + \gamma(w/a_o) + (1/4) \gamma(\gamma + 1) (w/a_o)^2 + (1/12) \gamma(\gamma + 1) (w/a_o)^3 \quad (2)$$

Lighthill has shown that this expression, Eq. (2), is within six percent of the value given by either Eq. (1) or the exact solution with the shock at maximum permissible strength. <sup>5</sup>

The pressure coefficient  $C_p = (p - p_o)/q$  is found from Eq. (2) after noting that  $q = (\gamma/2) p_o M^2$ .

$$C_p = (2/M^2) [(w/a_o) + (1/4) (\gamma + 1) (w/a_o)^2 + (1/12) (\gamma + 1) (w/a_o)^3] \quad (3)$$

Following a suggestion of Morgan, Huckel, and Runyan, <sup>2</sup> we may generalize this result, Eq. (3), by writing

$$C_p = (2/M^2) [C_1(w/a_o) + C_2(w/a_o)^2 + C_3(w/a_o)^3] \quad (4)$$

in which for piston theory

$$C_1 = 1, \quad C_2 = (\gamma + 1)/4, \quad C_3 = (\gamma + 1)/12 \quad (5)$$

and for the quasi-steady theory of Van Dyke <sup>3</sup>

$$C_1 = M/\beta, \quad C_2 = [M^4(\gamma + 1) - 4\beta^2]/4\beta^4, \quad C_3 = (\gamma + 1)/12 \quad (6)$$

Van Dyke gives only the second-order solution so that the value of  $C_3$  is taken from the piston theory result. The use of the modified coefficients  $C_1$  and  $C_2$  could extend the lower Mach number limit of piston theory.

We may now calculate the lifting pressure coefficient from Eq. (4) and the local piston velocity. The normal velocity (positive away from the surface) on the upper and lower surfaces of a symmetrical thin airfoil having thickness distribution  $2g(x)$  and angle of attack  $\alpha_0$  is given by

$$w_u = V (g_x - \alpha_0 - v) \quad , \quad (7a)$$

$$w_l = V (g_x + \alpha_0 + v) \quad , \quad (7b)$$

where  $v$  is the unsteady component of the dimensionless downwash.

For the case of small angles of attack, the lifting pressure (positive down) is

$$C_p = C_{p_u} - C_{p_l} = - (4/M) [(C_1 + 2C_2 M g_x + 3C_3 M^2 g_x^2)(\alpha_0 + v) + C_3 M^2 (\alpha_0 + v)^3] \quad (8)$$

If, consistent with the small perturbation assumptions of aeroelastic analysis, only the terms linear in  $v$  are retained, Eq. (8) becomes

$$C_p = - (4v/M) [C_1 + 2C_2 M g_x + 3C_3 M^2 (g_x^2 + \alpha_0^2)] \quad (9)$$

Before discussing the swept wing transformation, it is appropriate to review the limitations of Eq. (9). Ashley and Zartarian<sup>1</sup> have shown that the piston theory is applicable if any of the conditions  $M^2 \gg 1$ ,  $Mk \gg 1$ , or

$k^2 \gg 1$  is met. We see that for low reduced frequency the Mach number necessarily must be high. However, if the reduced frequency is large the Mach number is not necessarily large; in fact it could be transonic or even subsonic. At this point it is apparent that any sweep correction introduced to bring piston theory into line with linearized supersonic theory must be considered as a low frequency approximation.

The result, Eq. (9), applies to the swept wing case if all quantities are determined by the flow characteristics normal to the leading edge. The expressions may be rewritten in the form

$$\overline{C}_p = - (4\overline{v}/\overline{M}) [\overline{C}_1 + 2\overline{C}_2 \overline{M} \overline{g}_{\overline{x}} + 3\overline{C}_3 \overline{M}^2 (\overline{g}_{\overline{x}}^2 + \overline{a}_o^2)] \quad (10)$$

The transformation from the normal values to the free stream values are the following:

the Mach number

$$\overline{M} = M \cos \Lambda \quad ; \quad (11a)$$

the geometry

$$\overline{x} = x \cos \Lambda \quad (11b)$$

$$\overline{b} = b \cos \Lambda \quad ; \quad (11c)$$

the angles of attack and slope

$$\overline{\alpha}_o = \alpha_o / \cos \Lambda \quad (11d)$$

$$\overline{\beta} = \beta / \cos \Lambda \quad (11e)$$

$$\overline{g}_{\overline{x}} = g_x / \cos \Lambda \quad ; \quad (11f)$$

the dynamic pressure

$$\overline{q} = q \cos^2 \Lambda \quad ; \quad (11g)$$

and the pressure coefficient

$$C_p = \overline{C}_p \cos^2 \Lambda \quad (11h)$$

We note that  $h$  and  $k$  are invariant. From the dimensionless downwash

$$v = (1/V) \{ \dot{h} + V\alpha + (x - x_o)\dot{\alpha} + [V\beta + (x - x_h)\dot{\beta}] \underline{1}(x - x_h) \} \quad (12)$$

which for harmonic motion becomes

$$v = ikh/b + [1 + i(k/b)(x - x_o)]\alpha + [1 + i(k/b)(x - x_h)]\beta \underline{1}(x - x_h) \quad (13)$$

we find the transformed value

$$\begin{aligned} \overline{v} &= ikh/\overline{b} + [1 + i(k/\overline{b})(\overline{x} - \overline{x}_o)]\overline{\alpha} \\ &\quad + [1 + i(k/\overline{b})(\overline{x} - \overline{x}_h)]\overline{\beta} \underline{1}(\overline{x} - \overline{x}_h) \end{aligned} \quad (14a)$$

$$\begin{aligned} &= ikh/b \cos \Lambda + [1 + i(k/b)(x - x_o)]\alpha/\cos \Lambda \\ &\quad + [1 + i(k/b)(x - x_h)](\beta/\cos \Lambda) \underline{1}(x - x_h) \end{aligned} \quad (14b)$$

$$= v/\cos \Lambda \quad (14c)$$



The transformed pressure coefficient becomes

$$C_p = \bar{C}_p \cos^2 \Lambda = [ -4(v/\cos \Lambda) \cos^2 \Lambda / M \cos \Lambda ] \\ \times [ \bar{C}_1 + 2\bar{C}_2(M \cos \Lambda) (g_x/\cos \Lambda) \\ + 3\bar{C}_3(M \cos \Lambda)^2 (g_x^2 + a_o^2)/\cos^2 \Lambda ] \quad (15a)$$

$$= -(4v/M) [ \bar{C}_1 + 2\bar{C}_2 M g_x + 3\bar{C}_3 M^2 (g_x^2 + a_o^2) ] \quad (15b)$$

We note that the sweep effect shows up only in the coefficients  $\bar{C}_1$  and  $\bar{C}_2$ ; for piston theory, there is no effect

$$\bar{C}_1 = C_1 = 1, \quad \bar{C}_2 = C_2 = (\gamma + 1)/4, \quad (16)$$

and for the quasi-steady supersonic theory

$$\bar{C}_1 = M/(M^2 - \sec^2 \Lambda)^{1/2}, \\ \bar{C}_2 = [ M^4(\gamma + 1) - 4 \sec^2 \Lambda (M^2 - \sec^2 \Lambda) ] / [ 4(M^2 - \sec^2 \Lambda)^2 ] \quad (17)$$

Equation (17) is seen to be the most general result. If  $\sec \Lambda$  is taken as zero then the piston theory results, Eqs. (16), are obtained; and if  $\sec \Lambda$  is taken as unity the sweep correction is not made in the quasi-steady supersonic result.

We next consider the integration of the pressure coefficients obtained above. The oscillatory aerodynamic coefficients referred to the leading edge are defined by the following equations.

$$dL/dy = 4\rho\omega^2 b^3 \left( L_{h_o} h_o/b + L_{a_o} a + L_{\beta_o} \beta \right) \quad (18a)$$

$$dM/dy = 4\rho\omega^2 b^4 \left( M_{h_o} h_o/b + M_{a_o} a + M_{\beta_o} \beta \right) \quad (18b)$$

$$dT/dy = 4\rho\omega^2 b^4 \left( T_{h_o} h_o/b + T_{a_o} a + T_{\beta_o} \beta \right) \quad (18c)$$

The lift, moment, and hinge moment are found from the pressure coefficient

$$dL/dy = q \int_0^{2b} C_p dx \quad (19a)$$

$$dM/dy = q \int_0^{2b} x C_p dx \quad (19b)$$

$$dT/dy = q \int_0^{2b} (x - x_h) C_p dx \quad (19c)$$

where the pressure coefficient is given by Eq. (15b).

$$C_p = -(4/M) \left[ \overline{C}_1 + 2\overline{C}_2 M g_x + 3\overline{C}_3 M^2 (g_x^2 + a_o^2) \right] \\ \times \left| i k h_o/b + [1 + i k x/b] a + [1 + i k (x - x_h)/b] \beta \underline{1}(x - x_h) \right| \quad (20)$$

and we have taken the pitch axis at the leading edge  $x_o = 0$ . We define the following dimensionless thickness integrals

$$I_1 = (1/2b) \int_0^{2b} g_x dx \quad (21a)$$

$$I_2 = (1/4b^2) \int_0^{2b} x g_x dx \quad (21b)$$

$$I_3 = (1/8b^3) \int_0^{2b} x^2 g_x dx \quad (21c)$$

$$I_4 = (1/2b) \int_0^{2b} g_x^2 dx \quad (21d)$$

$$I_5 = (1/4b^2) \int_0^{2b} x g_x^2 dx \quad (21e)$$

$$I_6 = (1/8b^3) \int_0^{2b} x^2 g_x^2 dx \quad (21f)$$

$$J_1 = (1/2b) \int_{x_h}^{2b} g_x dx \quad (22a)$$

$$J_2 = (1/4b^2) \int_{x_h}^{2b} x g_x dx \quad (22b)$$

$$J_3 = (1/8b^3) \int_{x_h}^{2b} x^2 g_x dx \quad (22c)$$

$$J_4 = (1/2b) \int_{x_h}^{2b} g_x^2 dx \quad (22d)$$

$$J_5 = (1/4b^2) \int_{x_h}^{2b} x g_x^2 dx \quad (22e)$$

$$J_6 = (1/8b^3) \int_{x_h}^{2b} x^2 g_x^2 dx \quad (22f)$$

These thickness integrals are evaluated at the end of this section for a typical airfoil. If we substitute Eq. (20) into Eqs. (19), make use of the definitions Eqs. (21) and (22) of the thickness integrals, and identify the resulting expressions with Eqs. (18), we obtain the oscillatory aerodynamic coefficients

$$L_{h_o} = -iK_1/k \quad (23a)$$

$$L_{a_o} = -K_1/k^2 - iK_2/k \quad (23b)$$

$$L_{\beta_o} = -K_4/k^2 - i(K_5 - 2K_4\xi_h)/k \quad (23c)$$

$$M_{h_o} = -iK_2/k \quad (23d)$$

$$M_{a_o} = -K_2/k^2 - iK_3/k \quad (23e)$$

$$M_{\beta_o} = -K_5/k^2 - i(K_6 - 2K_5\xi_h)/k \quad (23f)$$

$$T_{h_o} = -i(K_5 - 2K_4\xi_h)/k \quad (23g)$$

$$T_{a_o} = -(K_5 - 2K_4\xi_h)/k^2 - i(K_6 - 2K_5\xi_h)/k \quad (23h)$$

$$T_{\beta_o} = - (K_5 - 2K_4\xi_h)/k^2 - i(K_6 - 4K_5\xi_h + 4K_4\xi_h^2)/k \quad (23i)$$

where

$$\xi_h = x_h/2b \quad (24a)$$

$$K_1 = (1/M) [\bar{C}_1 + 2\bar{C}_2MI_1 + 3C_3M^2(I_4 + a_o^2)] \quad (24b)$$

$$K_2 = (1/M) [\bar{C}_1 + 4\bar{C}_2MI_2 + 3C_3M^2(2I_5 + a_o^2)] \quad (24c)$$

$$K_3 = (4/3M) [\bar{C}_1 + 6\bar{C}_2MI_3 + 3C_3M^2(3I_6 + a_o^2)] \quad (24d)$$

$$K_4 = (1/M) \left\{ \bar{C}_1(1 - \xi_h) + 2\bar{C}_2MJ_1 + 3C_3M^2[J_4 + a_o^2(1 - \xi_h)] \right\} \quad (24e)$$

$$K_5 = (1/M) \left\{ \bar{C}_1(1 - \xi_h^2) + 4\bar{C}_2MJ_2 + 3C_3M^2[2J_5 + a_o^2(1 - \xi_h^2)] \right\} \quad (24f)$$

$$K_6 = (4/3M) \left\{ \bar{C}_1(1 - \xi_h^3) + 6\bar{C}_2MJ_3 + 3C_3M^2[3J_6 + a_o^2(1 - \xi_h^3)] \right\} \quad (24g)$$

To conclude the derivation of the oscillatory aerodynamic coefficients, we calculate the thickness integrals for the typical airfoil of Fig. 1. We approximate the airfoil by two parabolas and a line. The equation of the forward parabola that goes through the leading edge\* and is horizontal at the point of the maximum thickness is

$$g_1(x)/c = (\tau/2) (x/x_m) (2 - x/x_m) \quad (25)$$

---

\*The approximation by a sharp leading edge is consistent with the theory having ruled out detached shock waves.

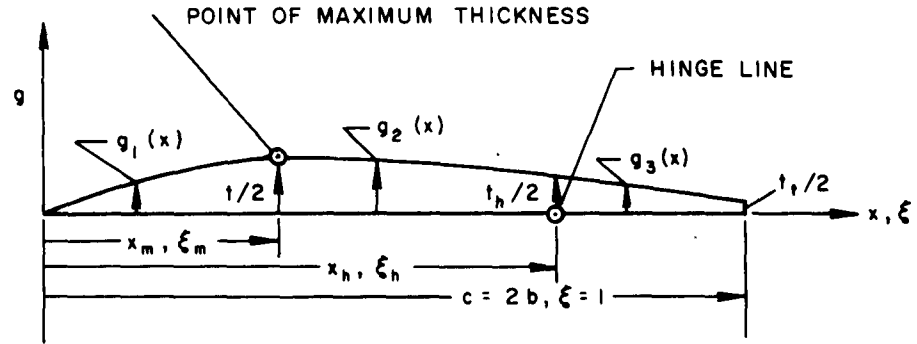


Fig. 1. Typical Airfoil Cross Section.

where  $\tau = t_{\max}/c$ . The second parabola, horizontal at the point of maximum thickness and going through the hinge line, is

$$g_2(x)/c = (\tau/2) \left\{ 1 - (1 - r_h) \left[ (x - x_m)/(x_h - x_m) \right]^2 \right\} \quad (26)$$

where  $r_h = \tau_h/\tau$  and  $\tau_h = t_h/c$ . The line connecting the hinge line and blunt trailing edge is given by

$$g_3(x)/c = (\tau_h/2) \left[ 1 - (1 - r_t) (x - x_h)/(c - x_h) \right] \quad (27)$$

where  $r_t = \tau_t/\tau_h$  and  $\tau_t = t_t/c$ . By differentiating we find the desired slopes

$$g'_1(x)/c = (\tau/x_m) (1 - x/x_m) \quad (28a)$$

$$g'_2(x)/c = -\tau(1 - r_h) (x - x_m)/(x_h - x_m)^2 \quad (28b)$$

$$g'_3(x)/c = -(\tau_h/2) (1 - r_t)/(c - x_h) \quad (28c)$$

From the slopes, the thickness integrals follow immediately. Computing the control surface integrals first yields

$$J_1 = \int_{\xi_h}^1 g_{\xi} d\xi = -(1/2) (\tau_h - \tau_t) \quad (29a)$$

$$J_2 = \int_{\xi_h}^1 \xi g_{\xi} d\xi = -(1/4) (\tau_h - \tau_t) (1 + \xi_h) \quad (29b)$$

$$J_3 = \int_{\xi_h}^1 \xi^2 g_{\xi} d\xi = -(1/6) (\tau_h - \tau_t) (1 + \xi_h + \xi_h^2) \quad (29c)$$

$$J_4 = \int_{\xi_h}^1 g_{\xi}^2 d\xi = (1/4) (\tau_h - \tau_t)^2 / (1 - \xi_h) \quad (29d)$$

$$J_5 = \int_{\xi_h}^1 \xi g_{\xi}^2 d\xi = (1/8) (\tau_h - \tau_t)^2 (1 + \xi_h) / (1 - \xi_h) \quad (29e)$$

$$J_6 = \int_{\xi_h}^1 \xi^2 g_{\xi}^2 d\xi = (1/12) (\tau_h - \tau_t)^2 (1 + \xi_h + \xi_h^2) / (1 - \xi_h) \quad (29f)$$

The complete airfoil integrals become

$$I_1 = \int_0^{\xi_h} g_{\xi} d\xi + J_1 = \tau_h/2 + J_1 \quad (30a)$$

$$I_2 = \int_0^{\xi_h} \xi g_{\xi} d\xi + J_2 = -(\tau/3)\xi_h + (\tau_h/6)(2\xi_h + \xi_m) + J_2 \quad (30b)$$

$$I_3 = \int_0^{\xi_h} \xi^2 g_{\xi} d\xi + J_3$$

$$= (\tau/12)\xi_m^2 - (1/12)(\tau - \tau_h)(3\xi_h^2 + 2\xi_h\xi_m + \xi_m^2) + J_3 \quad (30c)$$

$$I_4 = \int_0^{\xi_h} g_{\xi}^2 d\xi + J_4 = \tau^2/3\xi_m + (1/3)(\tau - \tau_h)^2/(\xi_h - \xi_m) + J_4 \quad (30d)$$

$$I_5 = \int_0^{\xi_h} \xi g_{\xi}^2 d\xi + J_5$$

$$= \tau^2/12 + (1/12)(\tau - \tau_h)^2(3\xi_h + \xi_m)/(\xi_h - \xi_m) + J_5 \quad (30e)$$

$$I_6 = \int_0^{\xi_h} \xi^2 g_{\xi}^2 d\xi + J_6$$

$$= (\tau^2/30)\xi_m + (1/30)(\tau - \tau_h)^2(6\xi_h^2 + 3\xi_h\xi_m + \xi_m^2)/(\xi_h - \xi_m) + J_6 \quad (30f)$$

where  $\xi = x/c$ ,  $\xi_m = x_m/c$ , and  $\xi_h = x_h/c$ .



Having obtained the oscillatory aerodynamic coefficients, we are now in a position to derive the AICs. We consider the given and equivalent force systems in Fig. 2. The equivalent forces are arbitrarily placed at the quarter-chord, the control surface hinge line, and the trailing edge. The derivation must relate the forces  $F_1$ ,  $F_2$ ,  $F_3$  to the deflections  $h_1$ ,  $h_2$ ,  $h_3$  through the given leading edge aerodynamic coefficients and deflections  $h_o$ ,  $\alpha$ ,  $\beta$ . We begin with the force equivalence.

$$\begin{bmatrix} 1 & 1 & 1 \\ b/2 & (b/2 + d) & 2b \\ 0 & 0 & c_a \end{bmatrix} \begin{Bmatrix} F_1 \\ F_2 \\ F_3 \end{Bmatrix} = \begin{Bmatrix} L_o \\ M_o \\ T_o \end{Bmatrix} \quad (31)$$

The loads and deflections are related through the definitions of the oscillatory coefficients.

$$\begin{Bmatrix} L_o \\ M_o \\ T_o \end{Bmatrix} = 4\rho\omega^2 b^2 \Delta y \begin{bmatrix} 1 & 0 & 0 \\ 0 & b & 0 \\ 0 & 0 & b \end{bmatrix} \begin{bmatrix} L_{h_o} & L_{\alpha_o} & L_{\beta_o} \\ M_{h_o} & M_{\alpha_o} & M_{\beta_o} \\ T_{h_o} & T_{\alpha_o} & T_{\beta_o} \end{bmatrix} \begin{Bmatrix} h_o \\ \alpha \\ \beta \end{Bmatrix} \quad (32)$$

The equivalence in the deflections is given by

$$\begin{Bmatrix} h_o \\ \alpha \\ \beta \end{Bmatrix} = \begin{bmatrix} (1 + b/2d) & -b/2d & 0 \\ -b/d & b/d & 0 \\ b/d & -(b/d + b/c_a) & b/c_a \end{bmatrix} \begin{Bmatrix} h_1 \\ h_2 \\ h_3 \end{Bmatrix} \quad (33)$$

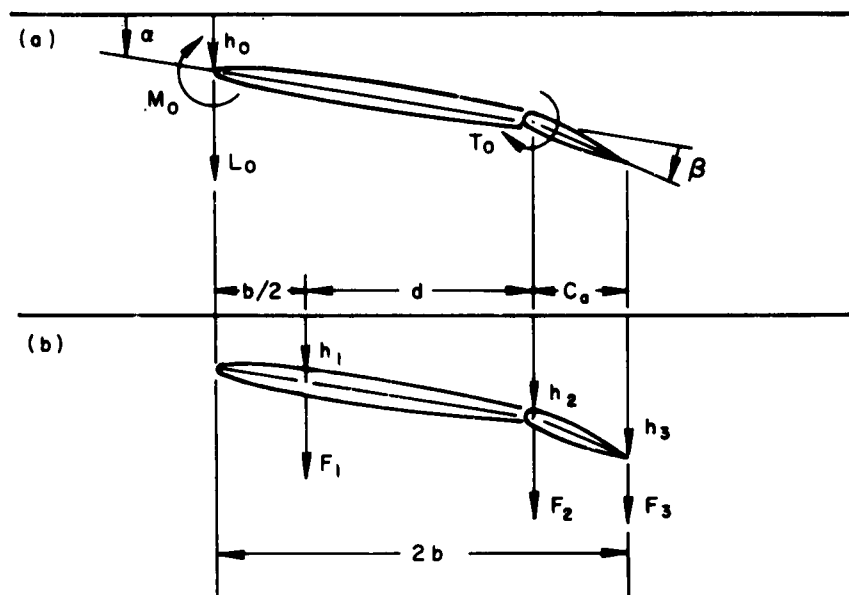


Fig. 2. Original (a) and Equivalent (b) Force Systems and Geometry for Oscillatory Case.

Substituting Eq. (33) into (32), Eq. (32) into (31), and solving for the forces yields

$$\begin{Bmatrix} F_1 \\ F_2 \\ F_3 \end{Bmatrix} = 4\rho\omega^2 b^2 \Delta y \begin{bmatrix} (1 + b/2d) & -b/d & (b/c_a)(3b/2d - 1) \\ -b/2d & b/d & -(b/c_a)(3b/2d) \\ 0 & 0 & b/c_a \end{bmatrix} \\ \times \begin{bmatrix} L_{h_o} & L_{a_o} & L_{\beta_o} \\ M_{h_o} & M_{a_o} & M_{\beta_o} \\ T_{h_o} & T_{a_o} & T_{\beta_o} \end{bmatrix} \begin{bmatrix} (1 + b/2d) & -b/2d & 0 \\ -b/d & b/d & 0 \\ b/d & -(b/d + b/c_a) & b/c_a \end{bmatrix} \quad (34)$$

From the definition of the AIC matrix

$$\{F\} = \rho\omega^2 b_r^2 s [C_h] \{h\} \quad , \quad (35)$$

and by identity with Eq. (34), we find the AICs for a single strip.

$$[C_h] = 4(b/b_r)^2 (\Delta y/s) \begin{bmatrix} (1 + b/2d) & -b/d & (b/c_a)(3b/2d - 1) \\ -b/2d & b/d & -(b/c_a)(3b/2d) \\ 0 & 0 & b/c_a \end{bmatrix} \\ \times \begin{bmatrix} L_{h_o} & L_{a_o} & L_{\beta_o} \\ M_{h_o} & M_{a_o} & M_{\beta_o} \\ T_{h_o} & T_{a_o} & T_{\beta_o} \end{bmatrix} \begin{bmatrix} (1 + b/2d) & -b/2d & 0 \\ -b/d & b/d & 0 \\ b/d & -(b/d + b/c_a) & b/c_a \end{bmatrix} \quad (36)$$

In the absence of a control surface Eq.(36) reduces to

$$[C_h] = 4(b/b_r)^2 (\Delta y/s) \begin{bmatrix} (1 + b/2d) & -b/d \\ -b/2d & b/d \end{bmatrix} \times \begin{bmatrix} L_{h_o} & L_{a_o} \\ M_{h_o} & M_{a_o} \end{bmatrix} \begin{bmatrix} (1 + b/2d) & -b/2d \\ -b/d & b/d \end{bmatrix} \quad (37)$$

The complete AIC matrix for a surface of N strips appears in the partitioned form

$$[C_h] = \begin{bmatrix} 0 & 0 & 0 & \cdot & \cdot & \cdot & \cdot & 0 \\ 0 & C_{h1} & 0 & \cdot & \cdot & \cdot & \cdot & 0 \\ 0 & 0 & C_{h2} & \cdot & \cdot & \cdot & \cdot & 0 \\ \cdot & \cdot & \cdot & \cdot & & & & \cdot \\ \cdot & \cdot & \cdot & & \cdot & & & \cdot \\ \cdot & \cdot & \cdot & & & \cdot & & \cdot \\ \cdot & \cdot & \cdot & & & & \cdot & \cdot \\ 0 & 0 & 0 & \cdot & \cdot & \cdot & \cdot & C_{hN} \end{bmatrix} \quad (38)$$

in which the first null partition is reserved for control points at which the aerodynamic forces are negligible (e. g. , external stores) and in which the remaining partitions are of the size 3 x 3 or 2 x 2 according to whether or not the strip has a control surface.

The steady AIC matrix follows from the oscillatory solution as a limiting case. If we compare the definition of the steady matrix

$$\{F\} = (1/2)\rho V^2(S/\bar{c}) [C_{hs}] \{h\} \quad (39)$$

with the oscillatory definition Eq. (35), we observe

$$[C_{hs}] = 2(s\bar{c}/S) \lim_{k_r \rightarrow 0} k_r^2 [C_h] \quad (40)$$

From the previous section we find the limiting values of the oscillatory coefficients to be

$$\lim_{k_r \rightarrow 0} (k_r^2 L_{h_o}, k_r^2 M_{h_o}, k_r^2 T_{h_o}) = 0 \quad (41)$$

$$\lim_{k_r \rightarrow 0} k_r^2 L_{a_o} = -K_1(b_r/b)^2 \quad (42a)$$

$$\lim_{k_r \rightarrow 0} k_r^2 M_{a_o} = -K_2(b_r/b)^2 \quad (42b)$$

$$\lim_{k_r \rightarrow 0} k_r^2 T_{a_o} = -(K_5 - 2K_4\xi_h)(b_r/b)^2 \quad (42c)$$

$$\lim_{k_r \rightarrow 0} k_r^2 L_{\beta_o} = -K_4(b_r/b)^2 \quad (43a)$$

$$\lim_{k_r \rightarrow 0} k_r^2 M_{\beta_0} = -K_5 (b_r/b)^2 \quad (43b)$$

$$\lim_{k_r \rightarrow 0} k_r^2 T_{\beta_0} = - (K_5 - 2K_4 \xi_h) (b_r/b)^2 \quad (43c)$$

#### D. References

1. H. Ashley and G. Zartarian. "Piston Theory--A New Aerodynamic Tool for the Aeroelastician." Journal of the Aeronautical Sciences, 23 (1956), 1109.
2. H. G. Morgan, V. Huckel, and H. L. Runyan. "Procedure for Calculating Flutter at High Supersonic Speed Including Camber Deflections, and Comparison with Experimental Results." NACA TN 4335, September 1958.
3. M. D. Van Dyke. "A Study of Second-Order Supersonic Flow Theory." NACA Report 1081, 1952.
4. W. P. Rodden, E. F. Farkas, P. E. Williams, and F. C. Slack. "Aerodynamic Influence Coefficients by Piston Theory: Analytical Development and Procedure for the IBM 7090 Computer." Northrop Corporation Report NOR-61-57, 14 April 1961.
5. J. W. Miles. The Potential Theory of Unsteady Supersonic Flow. London: Cambridge University Press, 1959, pp. 184-185.

## SECTION II

### GENERAL DESCRIPTION OF INPUT

#### A. Units

Since all dimensional input is geometrical and the aerodynamic matrix is dimensionless, only a consistent set of length units is necessary--inches or feet.

#### B. Classes of Numerical Data and Limitations

The data required by the program are control and option indicators, geometry, Mach numbers, and a set of reduced velocities for each Mach number. The example problem illustrates their use.

##### 1. Example Problem

We consider the four-strip wing shown in Fig. 3 at Mach numbers 1.8 and 2.5. We use reduced velocities of 4.0 and 8.0 for both Mach numbers, and compute the steady case for Mach 2.5. The aerodynamic matrices will be computed by piston theory and by Van Dyke's quasi-steady variation. Strips 2 and 3 are considered to have control surfaces. The thickness integrals will be computed for an assumed airfoil (constant across the span) having 10 percent thickness, maximum thickness at 40 percent chord, and a blunt trailing edge having 1.5 percent thickness.

##### 2. Program Restrictions and Options

- a. The number of strips into which a wing may be subdivided must be  $\leq 25$ .
- b. The number of Mach numbers must be  $\leq 15$ .
- c. The number of reduced velocities used with any one Mach number must be  $\leq 20$ .

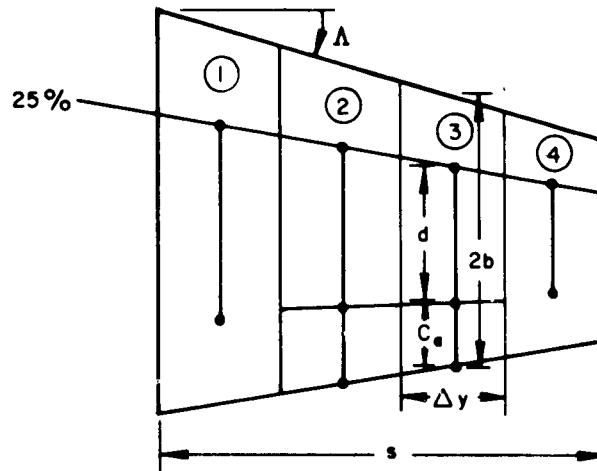


Fig. 3. Example of Four-Strip Wing.

Strip No.	$\Delta y(\text{ft})$	$b(\text{ft})$	$c_a(\text{ft})$	$d(\text{ft})$
1	4.7	12.28120	0	11.9
2	4.2	9.50000	5.25000	9.0
3	3.6	7.06250	3.99375	6.6
4	3.1	4.96875	0	4.5

Strip No.	$\xi_m$	$\xi_h$	$\tau$	$\tau_h$	$\tau_t$
1	0.4	(not used)	0.1	0.015*	(not used)
2	0.4	0.72368421	0.1	0.050	0.015
3	0.4	0.71725664	0.1	0.050	0.015
4	0.4	(not used)	0.1	0.015*	(not used)

$$\sec \Lambda = 1.25$$

$$b_r = 6.5 \text{ ft}$$

$$s = 15.6 \text{ ft}$$

$$S = 554.0 \text{ sq ft}$$

$$\bar{c} = 21.0 \text{ ft}$$

$$\alpha_o \text{'s (constant)} = 5.0^\circ$$

\* N.B. The trailing edge thickness is listed as the hinge line thickness in the case of no control surface.



d. If it is desired to compute the steady matrix  $[C_{hs}]$ , a zero or negative value of  $V/b_r \omega$  must be supplied to the program. ( $S$  and  $\bar{c}$  must also be provided.)

e. Thickness integrals may be given or computed. If given they may be given only once with each deck and are considered constant with strips.  $a_o$ 's may be constant or vary with strips (for each Mach number).  $(\tau, \tau_h, \tau_t)$ 's may be constant or vary with strips.  $\xi_m$  and  $\xi_h$  may be constant or vary with strips.

f. The control surface strips must be a continuation of the main surface strips; e. g., in the case of a partial span control surface the inboard and outboard span stations should be used as boundaries of the main surface strips.

g. As many complete sets (decks) of input data may be supplied as desired (one following the other).

### SECTION III

#### DATA DECK SETUP

##### A. Loading Order

Input decks punched from keypunch forms are loaded behind column binary deck HM11. The data for each deck should be in the following order:

- (1) Heading Card 1
- (2) Heading Card 2
- (3) NTHRY, NTHICK, NALPHA, NTAUS, NZETAS<sup>\*</sup>
- (4) ISZ, MSZ, NO PUNJ, JSZ<sub>1</sub>, JSZ<sub>2</sub>, . . . JSZ<sub>MSZ</sub>
- (5) sec  $\Lambda$ ,  $b_r$ , s, S,  $\bar{c}$
- (6)  $\Delta y_1$ ,  $\Delta y_2$ , . . . ,  $\Delta_{ISZ}$
- (7)  $b_1$ ,  $b_2$ , . . . ,  $b_{ISZ}$
- (8)  $c_{a1}$ ,  $c_{a2}$ , . . . ,  $c_{aISZ}$
- (9)  $d_1$ ,  $d_2$ , . . . ,  $d_{ISZ}$
- (10) Mach<sub>1</sub>, Mach<sub>2</sub>, . . . , Mach<sub>MSZ</sub>
- (11a) If thickness integrals are given:
  - (a) When all  $c_{ai} = 0$  tabulate only  $I_1, I_2, \dots, I_6$ .
  - (b) Any  $c_{ai} \neq 0$  then include  $J_1, J_2, \dots, J_6$ , and  $\xi_{h1}, \xi_{h2}, \dots, \xi_{hISZ}$  (if NZETAS = 1 only  $\xi_{h1}$  is needed).
- (11b) If thickness integrals are computed:
  - (a)  $\tau_1, \tau_{h1}, \tau_{t1}; \tau_2, \tau_{h2}, \tau_{t2}; \dots; \tau_{ISZ}, \tau_{hISZ}, \tau_{tISZ}$   
 [if NTAUS = 1 only  $\tau_1, \tau_{h1}$ , and  $\tau_{t1}$  are needed; if  $c_{ai} = 0$  (i. e., no control surface), the trailing edge thickness ( $\tau_{ti}$ ) is listed as  $\tau_{hi}$ , and the location for  $\tau_{ti}$  may be left blank for these strips].

---

<sup>\*</sup>Please, no remarks about our Greek!

- (b)  $\xi_{m1}, \xi_{h1}; \xi_{m2}, \xi_{h2}; \dots; \xi_{mISZ}, \xi_{hISZ}$  [if NZETA = 1 only  $\xi_{m1}$  and  $\xi_{h1}$  are needed; if  $c_{ai} = 0$ , the program uses  $\xi_h = 1.0$  ( $\xi$  for trailing edge), and the location for  $\xi_{hi}$  may be left blank for these strips].

(12a) If alphas do not vary with strips:

$$a_1, a_2, \dots, a_{MSZ}$$

(12b) If alphas vary with strips:

(a)  $a_1, a_2, \dots, a_{ISZ}$  for first Mach number

(b)  $a_1, a_2, \dots, a_{ISZ}$  for second Mach number

(c)  $a_1, a_2, \dots, a_{ISZ}$  for MSZ Mach number

(13)  $V/b_r \omega$  series

(a)  $(V/b_r \omega)_1, (V/b_r \omega)_2, \dots, (V/b_r \omega)_{JSZ}$  for first Mach number

(b)  $(V/b_r \omega)_1, (V/b_r \omega)_2, \dots, (V/b_r \omega)_{JSZ}$  for second Mach number

(c)  $(V/b_r \omega)_1, (V/b_r \omega)_2, \dots, (V/b_r \omega)_{JSZ}$  for MSZ Mach number

## B. Input Data Description

(1), (2) Heading Card 1 and Heading Card 2 may contain any characters desired in Columns 2 through 72. These cards are convenient for identifying the vehicle, surface, date, engineer, etc. Both cards may be blank but must be included in the data deck.

(3) Control card: FORMAT (18I4)

(a) NTHRY = 0, piston theory is used to compute  $\bar{C}_1$  and  $\bar{C}_2$

- NTHRY  $\neq 0$ , Van Dyke's theory is used to compute  $\overline{C}_1$  and  $\overline{C}_2$  (If  $\sec \Lambda = 0$ , then with either theory  $\overline{C}_1$  and  $\overline{C}_2$  are the same)
- (b) NTHICK = 0, when thickness integrals are computed  
 NTHICK  $\neq 0$ , when thickness integrals are given (in this case they are constant for the surface)
- (c) NALPHA = 1, the alphas are constant (do not vary with each strip)  
 NALPHA = ISZ, the alphas vary with each strip
- (d) NTAUS = 1, the  $\tau$ ,  $\tau_h$ , and  $\tau_t$  are constant for all strips  
 NTAUS = ISZ, the  $\tau$ ,  $\tau_h$ , and  $\tau_t$  vary with each strip
- (e) NZETAS = 1,  $\xi_m$  and  $\xi_h$  are constant for all strips  
 NZETAS = ISZ,  $\xi_m$  and  $\xi_h$  vary with each strip
- (4) Control card: FORMAT (18I4)
- (a) ISZ = number of strips,  $\leq 25$
- (b) MSZ = number of Mach numbers,  $\leq 15$
- (c) NO PUNJ = 0, or blank, when punched card output is desired  
 NO PUNJ  $\neq 0$ , no punched output is desired
- (d) JSZ<sub>1</sub> = number of  $(V/b_r \omega)$ 's for first Mach number,  $\leq 20$   
 JSZ<sub>2</sub> = number of  $(V/b_r \omega)$ 's for second Mach number,  $\leq 20$   
 .  
 .  
 .  
 JSZ<sub>MSZ</sub> = number of  $(V/b_r \omega)$ 's for last Mach number,  $\leq 20$
- (5) Single parameters: FORMAT (6E12.8)
- (a)  $\sec \Lambda$ , secant of leading edge sweep angle
- (b)  $b_r$ , reference semichord

- (c)  $s$ , wing semispan
- (d)  $S$ , wing area
- (e)  $\bar{c}$ , mean aerodynamic chord
- (6)  $\Delta y_i$  series: FORMAT (6E12.8)  
 $\Delta y_1 \dots \Delta y_{ISZ}$ , strip widths
- (7)  $b_i$  series: FORMAT (6E12.8)  
 $b_1 \dots b_{ISZ}$ , local semichords
- (8)  $c_{ai}$  series: FORMAT (6E12.8)  
 $c_{a1} \dots c_{aISZ}$ , control surface chords; in the absence of a control surface,  $c_{ai}$  may be zero or blank, but a sufficient number of cards must be included
- (9)  $d_i$  series: FORMAT (6E12.8)  
 $d_1 \dots d_{ISZ}$ , distance between forward and aft control points
- (10) Mach number series: FORMAT (6E12.8)  
 $Mach_1 \dots Mach_{MSZ}$ , in any order desired, but the number listed must agree with MSZ
- (11a) Thickness integrals given: FORMAT (6E12.8)
  - (a)  $i_1, i_2, \dots, i_6$ , the complete airfoil thickness integrals
  - (b)  $J_1, J_2, \dots, J_6$ , the control surface thickness integrals, use only when  $c_{ai} \neq 0$   
 $\xi_{h1}, \xi_{h2}, \dots, \xi_{hISZ}$ , dimensionless chordwise coordinate ( $x_h/c$ ) for the control surface hinge line
- (11b) Thickness integrals are computed: FORMAT (6E12.8)
  - (a)  $\tau_i, \tau_{hi}$ , and  $\tau_{ti}$ , airfoil thickness ratios ( $t/c$ ) at point of maximum thickness, hinge line, and trailing edge, respectively

(b)  $\xi_{mi}$  and  $\xi_{hi}$ , dimensionless chordwise coordinates for point of maximum thickness and hinge line

(12a) Alphas do not vary with strips (alpha is  $\alpha_o$ , the initial angle of attack). FORMAT (6E12.8)

$\alpha_1, \alpha_2 \dots \alpha_{MSZ}$  (degrees) are tabulated in order for each Mach number

(12b) Alphas vary with strips: FORMAT (6E12.8)

$\alpha_1, \alpha_2, \dots, \alpha_{ISZ}$  (degrees) are tabulated for each Mach number. The series for each Mach number, starts on a new line (card).

(13)  $V/b_r \omega$  series, reference reduced velocity: FORMAT (6E12.8)

There is a reduced velocity series for each Mach number; each series starts on a new line (card), and the number of  $V/b_r \omega$ 's must agree with the JSZ for the respective Mach number.

### C. Example Key punch Forms

Example keypunch forms are given on the following pages. Columns 73 through 80 are reserved for data deck identification. This space may be used in any fashion; however, it is suggested that the last three columns be used for sequencing. Only the cards with sequencing in Columns 73 through 80 are to be used in the sample data deck; the lines (cards) with Columns 73 through 80 blank are for clarification of input.







[illegible]

SECTION IV  
PROGRAM OUTPUT

A. Printed Output

1. All input data
2. Thickness integrals (I's and J's)
3. Each group of aerodynamics influence coefficients (comprising a complete aerodynamic matrix), associated Mach number, and  $V/b_r \omega$
4. Sequencing numbers (Columns 73 through 80) of the first and last punched cards (output) for each group (one  $V/b_r \omega$ ) of influence coefficients
5. Example problem printed output is shown on the following pages

# AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY

## INPUT DATA

4 STRIPS  
2 MACH NUMBERS  
5 REDUCED FREQUENCIES (TOTAL)

SECANT LAMBDA = 0.12499999E 01  
BR = 0.64999999E 01  
S = 0.15600000E 02  
\$ = 0.55400000E 03  
C BAR = 0.20999999E 02

STRIP	DELTA Y (F)	B(I)	CAT(I)	B(I)
1	0.46999999E 01	0.12281200E 02	0.	0.11900000E 02
2	0.41999999E 01	0.95000000E 01	0.52499999E 01	0.89999999E 01
3	0.35999999E 01	0.70625000E 01	0.39937499E 01	0.65999999E 01
4	0.38999999E 01	0.49887500E 01	0.	0.65000000E 01

STRIP	XI H	TAU	TAU H	TAU I
1	0.40000000E-00	0.09999999E 01	0.09999999E-00	0.15000000E-01
2	0.40000000E-00	0.72368421E 00	0.09999999E-00	0.49999999E-01
3	0.40000000E-00	0.71725884E 00	0.09999999E-00	0.15000000E-01
4	0.40000000E-00	0.09999999E 01	0.09999999E-00	0.15000000E-01

MACH NUMBER = 1.80000000  
1/K(R) = 0.40000000E 01  
1/K(R) = 0.80000000E 01

ALPHA ZERO SERIES (DEGREES) = 5.00

5.00 5.00

MACH NUMBER = 2.50000000  
1/K(R) = 0.40000000E 01  
1/K(R) = 0.80000000E 01

ALPHA ZERO SERIES (DEGREES) = 5.00

5.00 5.00

COMPUTED THICKNESS INTEGRALS

STRIP	J(1)	J(2)	J(3)	J(4)	J(5)	J(6)
-------	------	------	------	------	------	------

1	0.	0.	0.	0.	0.	0.
2	-0.17500000E-01	-0.15082236E-01	-0.13109850E-01	0.11083322E-02	0.95520827E-03	0.83020052E-03
3	-0.17500000E-01	-0.15082236E-01	-0.13109850E-01	0.11083322E-02	0.95520827E-03	0.83020052E-03
4	0.	0.	0.	0.	0.	0.

STRIP	I(1)	I(2)	I(3)	I(4)	I(5)	I(6)
-------	------	------	------	------	------	------

1	0.74599999E-02	0.27333333E-01	-0.26716666E-01	0.97783331E-02	0.42451386E-02	0.30875553E-02
2	0.74599999E-02	0.27333333E-01	-0.26716666E-01	0.97783331E-02	0.42451386E-02	0.30875553E-02
3	0.75000000E-02	-0.23646939E-01	-0.21173231E-01	0.96808512E-02	0.34390200E-02	0.20179822E-02
4	0.74599999E-02	-0.27333333E-01	-0.26716666E-01	0.97783331E-02	0.42451386E-02	0.30875553E-02

## AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY

## OSCILLATORY CASE

MACH = 1.0000000

1/K(R) = 0.40000000E 01

## 4STRIPS

CH(1) SIZE = 2 BY 2

0.71788753E 01 -0.39289374E 01 -0.71788753E 01 0.64322150E 001  
 0.44294456E 01 0.64322149E 001 -0.44294456E 01 -0.26705447E 011

CH(2) SIZE = 3 BY 3

0.70593633E 01 -0.20593633E 01 -0.70593633E 01 0.20593633E 001 -0.46321193E 07 0.19383830E 001  
 0.10729611E 01 0.20593633E 001 0.10439030E 01 -0.06372529E 001 0.21198674E 01 -0.14268377E 001  
 -0. 1 0.21198682E 01 -0.14268376E 001 -0.21198682E 01 -0.28536656E 001

CH(3) SIZE = 3 BY 3

0.61164010E 01 -0.10910072E 01 -0.61164010E 01 0.13847534E 001 -0.57537242E 07 0.89337879E 001  
 0.89337879E 00 0.13847534E 001 0.92759177E 00 -0.55239360E 001 -0.10226895E 01 -0.93325315E 011  
 -0. 0.13223674E 071 0.10226895E 01 -0.93325327E 011 -0.10226890E 01 -0.18665039E 001

CH(4) SIZE = 2 BY 2

0.48474802E 01 -0.10759194E 01 -0.48474802E 01 0.23693249E 001  
 0.13442195E 01 0.23693250E 001 -0.33442195E 01 -0.81573974E 001

PUNCHED CARDS NOS. NM11 0 THRU NM11 12

# AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY

## OSCILLATORY CASE

NAME = 1-88080888

1/K(R) = 0.80000000E 01

## 4-STRIPS

CH(1) SIZE = 2 BY 2

0.28715501E 02 -0.78578748E 011 -0.28715501E 02 0.12864430E 011  
0.17717782E 02 0.12864430E 011 -0.17717782E 02 -0.53410894E 011

CH(2) SIZE = 3 BY 3

0.00000000E 02 -0.52990707E 011 -0.28237453E 02 0.41181920E-001 -0.18608477E-06 0.38767660E-001  
0.43021570E 01 0.41181920E 01 0.41181920E 01 -0.17274506E 011 -0.84794699E 01 -0.28536794E-001  
-0. 1 0.84794731E 01 -0.28536753E-001 -0.84794731E 01 -0.57073312E 001

CH(3) SIZE = 3 BY 3

0.24465609E 02 -0.24465609E 011 -0.24465609E 02 0.27695068E-001 -0.22972897E-06 0.17927575E-071  
0.27695068E-001 0.27695068E 01 -0.11047871E 011 -0.72907583E 01 -0.18665063E-001  
0.20441217E-071 0.72907594E 01 -0.18665063E-001 -0.72907600E 01 -0.17330071E-001

CH(4) SIZE = 2 BY 2

0.19389921E 02 -0.21518388E 011 -0.19389921E 02 0.47386498E-001  
0.13376877E 02 0.47386498E-001 -0.13376877E 02 -0.16314794E 011

PUNCHED CARDS NOS. 1111 13 THRU 1111 25

# AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY

OSCILLATORY CASE:

MACH = 2.50000000

1/K(R) = 0.40000000E 01

ASTRIPS

CH(1) SIZE = 2 BY 2

0.57621686E 01 -0.31458882E 01 -0.57621686E 01 0.50858803E 001  
0.28960149E 01 0.50858802E 001 -0.28960149E 01 -0.18340717E 01

CH(2) SIZE = 3 BY 3

0.55877510E 01 -0.55877510E 01 0.20010731E 001 0.38767660E 07 0.58151491E 001  
0.28010730E 001 0.86290549E 00 -0.60833299E 001 -0.14708174E 01 -0.98997385E 01  
-0.21424233E 081 0.14708177E 01 -0.98997386E 01 -0.14708177E 01 -0.19799466E 001

CH(3) SIZE = 3 BY 3

0.13625470E 01 -0.58728044E 01 0.13313967E 001 -0.15793866E 06 0.17947575E 001  
0.47088528E 00 0.76718581E 00 -0.38943376E 001 -0.12660810E 01 -0.64025930E 01  
-0.30447347E 081 0.12660816E 01 -0.64025933E 01 -0.12660816E 01 -0.12660816E 01

CH(4) SIZE = 2 BY 2

0.39233785E 01 -0.86084867E 001 -0.39233785E 01 0.18180238E 001  
0.21864834E 01 0.18180237E 001 -0.21864834E 01 -0.56023222E 001

PUNCHED CARDS NOS. 1111 26 THRU 1111 30

# AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY

## OSCILLATORY CASE

MACH = 2.5000000

1/K(R) = 0.8000000E 01

## 4-STRIPS

CH(1) SIZE = 2 BY 2

0.23048674E 02 -0.62917764E 01 -0.23048674E 02 0.10171760E 01  
0.11584059E 02 0.10171760E 01 -0.11584059E 02 -0.36681435E 01

CH(2) SIZE = 3 BY 3

0.22351003E 02 -0.42686575E 01 -0.22351003E 02 0.40021461E 00 0.15507064E 06 0.11630298E 07  
0.24316479E 01 0.40021461E 00 0.34316219E 01 -0.12170660E 01 -0.58832698E 01 -0.13759477E 00  
-0.42848467E 08 0.58832709E 01 -0.19799477E 00 -0.58832709E 01 -0.39598934E 00

CH(3) SIZE = 3 BY 3

0.19371218E 02 -0.27249340E 01 -0.19371218E 02 0.26627934E 00 -0.63175466E 06 -0.35895152E 08  
0.14095811E 01 0.26627934E 00 0.10607432E 01 -0.77086754E 00 -0.50643244E 01 -0.12965186E 00  
-0.60894696E 00 0.50643244E 01 -0.72965187E 00 -0.50643244E 01 -0.25930300E 00

CH(4) SIZE = 2 BY 2

0.15693514E 02 -0.17216973E 01 -0.15693514E 02 0.36360475E 00  
0.87459339E 01 0.36360475E 00 -0.87459339E 01 -0.11204666E 01

PUNCHED CARDS NOS. HMI1 39 THRU HMI1 51



## AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY

## STEADY CASE

MACH = 2.50000000

1/K(R) = INFINITY

## CH(1)

CH(1) SIZE = 2 BY 2

0.42592202E-00	-0.42592202E-00
0.21406464E-00	-0.21406464E-00

CH(2) SIZE = 3 BY 3

0.41302960E-00	-0.41302960E-00	0.28655878E-08
0.4491007E-01	0.6370133E-01	-0.10871836E-00
-0.0	0.10871838E-00	-0.10871838E-00

CH(3) SIZE = 3 BY 3

0.39796542E-00	-0.39796542E-00	-0.11674347E-07
0.36876824E-01	0.5670803E-01	-0.93584874E-01
-0.0	0.93584800E-01	-0.93584809E-01

CH(4) SIZE = 2 BY 2

0.29000423E-00	-0.29000423E-00
0.16161823E-00	-0.16161823E-00

PUNCHED CARDS NOS. 1111 52 THRU 1111 59

HM110686

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HM110687

HYDRODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY  
(WITH VAN DYKES QUASI-STEADY THEORY FINAGLING FACTOR)

INPUT DATA

4 STRIPS  
2 MACH NUMBERS

5 REDUCED FREQUENCIES (TOTAL)

SECANT LAMBDA = 0.12499999E 01

BR = 0.64999999E 01

S = 0.15600000E 02

Z = 0.55400000E 03

C BAR = 0.20999999E 02

STRIP	DELTA Y (I)	B(I)	CA(I)	D(I)
1	0.46999999E 01	0.12281200E 02	-0.	0.11900000E 02
2	0.41999999E 01	0.95000000E 01	0.52499999E 01	0.89999999E 01
3	0.35999999E 01	0.70625000E 01	0.39937499E 01	0.65999999E 01
4	0.30999999E 01	0.49687500E 01	-0.	0.45000000E 01

STRIP	XI M	XI H	TAU	TAU H	TAU T
1	0.40000000E 00	0.09999999E 01	0.09999999E 00	0.15000000E 01	0.
2	0.40000000E 00	0.72368421E 00	0.09999999E 00	0.49999999E 01	0.15000000E 01
3	0.40000000E 00	0.71725664E 00	0.09999999E 00	0.49999999E 01	0.15000000E 01
4	0.40000000E 00	0.09999999E 01	0.09999999E 00	0.15000000E 01	0.

MACH NUMBER = 1.50000000

1/K(R) = 0.40000000E 01

ALPHA ZERO SERIES (DEGREES) = 5.00 5.00 5.00 5.00

MACH NUMBER = 2.50000000

$1/K(R) = 0.40000000E-01$   
 $1/K(R) = 0.80000000E-01$   
 $1/K(R) = -0.$

ALPHA ZERO SERIES (DEGREES) = 5.00 5.00 5.00 5.00

COMPUTED THICKNESS INTEGRALS

STRIP	J(1)	J(2)	J(3)	J(4)	J(5)	J(6)
1	0.	0.	0.	0.	0.	0.
2	-0.17500000E-01	-0.15082236E-01	-0.13109850E-01	0.11083332E-02	0.95520827E-03	0.83029052E-03
3	-0.17500000E-01	-0.15025995E-01	-0.13018379E-01	0.10831376E-02	0.93081267E-03	0.80573106E-03
4	0.	0.	0.	0.	0.	0.

STRIP	I(1)	I(2)	I(3)	I(4)	I(5)	I(6)
1	0.74999999E-02	-0.27333333E-01	-0.26716666E-01	0.97783331E-02	0.42451386E-02	0.30875553E-02
2	0.75000000E-02	-0.23813306E-01	-0.21401949E-01	0.97114031E-02	0.34433518E-02	0.20373899E-02
3	0.75000000E-02	-0.23646939E-01	-0.21173231E-01	0.96808512E-02	0.34390200E-02	0.20179822E-02
4	0.74999999E-02	-0.27333333E-01	-0.26716666E-01	0.97783331E-02	0.42451386E-02	0.30875553E-02

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AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY  
(WITH VAN DYKES QUASI-STEADY THEORY FINAGLING FACTOR)

OSCILLATORY CASE

MACH = 1.80000000

1/(K/R) = 0.40000000E 01

\*STRIPS

CH(1) SIZE = 2 BY 2

0.11171371E 02 -0.60500227E 011 -0.11171371E 02 0.93697202E 001  
0.49569440E 01 0.93697204E 001 -0.49569440E 01 -0.32057271E 011

CH(2) SIZE = 3 BY 3

0.10697380E 02 -0.41086720E 011 -0.10692380E 02 0.50756380E 001 -0.77535321E 01 -0.23260396E 071  
0.93588296E 00 0.40746372E 001 0.17310714E 01 -0.10904364E 011 -0.26669544E 01 -0.17950657E 001  
-0.32136350E 071 0.26669553E 01 -0.17950655E 001 -0.26669554E 01 -0.35901324E 001

CH(3) SIZE = 3 BY 3

0.92638547E 01 -0.26240122E 011 -0.92638547E 01 0.27086976E 001 -0.14358060E 07 0.53842727E 001  
0.77407661E 00 0.27086976E 001 0.15442599E 01 -0.69793279E 001 -0.22991365E 01 -0.11772014E 001  
-0.81192928E 081 0.22991367E 01 -0.11772015E 001 -0.22991368E 01 -0.23544054E 001

CH(4) SIZE = 2 BY 2

0.76388686E 01 -0.16535982E 011 -0.76388686E 01 0.33147874E 001  
0.37424775E 01 0.33147871E 001 -0.37424775E 01 -0.97921555E 001

PUNCHED CARDS NOS. HM11 60 THRU HM11 72

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY  
(WITH VAN DYKES QUASI-STEADY THEORY FINAGLING FACTOR)

OSCILLATORY CASE

MACH = 1.80000000

L/K(R) = 0.80000000E 01

ASTRIPS

CH(1) SIZE = 2 BY 2  
0.44685484E 02 -0.12100045E 01 -0.44685484E 02 0.18739440E 01  
0.19827776E 02 0.18739440E 01 -0.19827776E 02 -0.64114542E 01

CH(2) SIZE = 3 BY 3  
0.42769218E 02 -0.82173441E 01 -0.42769218E 02 0.81492759E 001 -0.31014126E 06 -0.46521193E -071  
0.37435318E 01 0.81492744E 001 0.69242857E 01 -0.21808727E 011 -0.10667817E 02 -0.35901315E -001  
-0. -0.64272700E -071 0.10667821E 02 -0.35901310E -001 -0.10667821E 02 -0.71802649E 001

CH(3) SIZE = 3 BY 3  
0.37074819E 02 -0.52480243E 011 -0.37074819E 02 0.54171952E 001 -0.57432242E -07 0.10768565E -071  
0.30195064E 01 0.54171952E 001 0.61770397E 01 -0.13958655E 011 -0.91965472E 01 -0.21544029E -001  
-0. 0.16236585E -071 0.91965472E 01 -0.23544030E -001 -0.91965473E 01 -0.47088108E -001

CH(4) SIZE = 2 BY 2  
0.30334465E 02 -0.33071805E 011 -0.30334465E 02 0.66295747E 001  
0.14989917E 02 0.66295743E 001 -0.14989917E 02 -0.19584311E 011

PUNCHED CARDS NOS. HM11 73 THRU HM11 85

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY  
(WITH VAN DYKES QUASI-STEADY THEORY FINAGLING FACTOR)

OSCILLATORY CASE

MACH = 2.50000000

1/KIR) = 0.40000000E 01

ASTRIPS

CH(1) SIZE = 2 BY 2  
0.67178680E 01 -0.36588867E 01 -0.67178680E 01 0.58417013E 001  
0.32115138E 01 0.58417010E 001 -0.32115138E 01 -0.20540553E 011

CH(2) SIZE = 3 BY 3  
0.64685941E 00 -0.23948264E-001 -0.64685941E 011 -0.64685941E 011 -0.23948264E-001 -0.38767660E-07 0.58151491E-081  
0.64685941E 00 0.23948264E-001 0.10177666E 01 -0.68747969E 001 -0.16646261E 01 -0.11204223E-001  
-0. 1 0.16646264E 01 -0.11204222E-001 -0.16646265E 01 -0.22408430E-001

CH(3) SIZE = 3 BY 3  
0.36208739E 01 -0.15919863E 001 -0.56206737E 01 -0.15919863E 001 -0.12922254E-06 0.17947575E-081  
0.62778043E 00 0.15919863E-001 0.30516000E 00 -0.43997021E-001 -0.14336204E 01 -0.14336204E 01 -0.14336204E 01  
-0. 0.40596464E-081 0.14336210E 01 -0.73404244E-011 -0.14336210E 01 -0.14336210E 01 -0.14680822E-001

CH(4) SIZE = 2 BY 2  
0.49822304E 01 -0.10008494E 011 -0.45822304E 01 0.20777106E-001  
0.26266843E 01 0.20777106E-001 -0.26266843E 01 -0.62742798E 001

PUNCHED CARDS NOS. HM11 86 THRU HM11 98

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY  
(WITH VAN DYKES QUASI-STEADY THEORY FINAGLING FACTOR)

OSCILLATORY CASE

MACH = 2.50000000

1/K(R) = 0.80000000E 01

4 STRIPS

CH(1) SIZE = 2 BY 2  
0.26871472E 02 -0.73177734E 01 -0.26871472E 02 0.11683402E 01  
0.12846056E 02 0.11683401E 01 -0.12846056E 02 -0.41081105E 01

CH(2) SIZE = 3 BY 3  
0.25938195E 02 -0.49682683E 01 -0.25938195E 02 0.47896520E 00 -0.15504064E 06 0.11670298E 07  
0.25874376E 01 0.47896529E 00 0.40710666E 01 -0.13749593E 01 -0.66585043E 01 -0.22408446E 00  
-0. 0.66585060E 01 -0.22408444E 00 0.66585062E 01 -0.66585062E 01 -0.44816859E 00  
-0.

CH(3) SIZE = 3 BY 3  
0.22482695E 02 -0.31719703E 01 -0.22482695E 02 0.31839728E 00 -0.51689010E 06 0.35895152E 08  
0.21113417E 01 0.31839728E 00 0.36231200E 01 -0.87994054E 00 -0.57344817E 01 -0.14680848E 00  
0.81192928E 08 0.57344840E 01 -0.14680848E 00 -0.57344840E 01 -0.29361644E 00  
-0.

CH(4) SIZE = 2 BY 2  
0.18328921E 02 -0.20016988E 01 -0.18328921E 02 0.41554212E 00  
0.96987373E 01 0.41554213E 00 -0.96987373E 01 -0.12548559E 01

PUNCHED CARDS NOS. HM11 99 THRU HM11 111

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AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY  
(WITH VAN DYKES QUASI-STEADY THEORY FINAGLING FACTOR)

STEADY CASE

MACH = 2.50000000

1/K(R) = INFINITY

4STRIPS

CH(1) SIZE = 2 BY 2

0.49656443E-00 -0.49656443E-00  
0.23738536E-00 -0.23738536E-00

CH(2) SIZE = 3 BY 3

0.47931818E-00 -0.47931818E-00 -0.28655876E-00  
0.47813884E-01 0.75230224E-01 -0.12304410E-00  
-0. 0.12304414E-00 -0.12304414E-00

CH(3) SIZE = 3 BY 3

0.41846316E-00 -0.41846316E-00 -0.95517305E-00  
0.39010302E-01 0.66952509E-01 -0.10396887E-00  
-0. 0.10596891E-00 -0.10596891E-00

CH(4) SIZE = 2 BY 2

0.33870457E-00 -0.33870457E-00  
0.17922531E-00 -0.17922531E-00

PUNCHED CARDS NOS. HM11 112 THRU HM11 119



B. Punched Output

1. A deck of punched cards (output) from this program is suitable as an input deck to other programs requiring the use of AICs.
2. All punched output is sequenced in order on Columns 73 through 80 starting with HM110000. The data is punched in the following order:
  - a. Card 1 contains  $(V/b_r \omega)_1$  and  $M_1$ :    FORMAT (6E12.8)
  - b. Card 2 contains the size (number of control points) of the AIC matrix and the number of strips:    FORMAT (18I4)
  - c. The AIC matrix punched in column binary form and its TRA card make up the remainder of the punched output for  $(V/b_r \omega)_1$
3. The order of Statement 2 above is repeated for all reduced velocities and associated Mach numbers per input deck.
4. Each AIC matrix is punched by columns. Column 1 starts in Origin 1 and Column 2 in Location (1 + matrix size).
5. The oscillatory AIC matrix is punched in the order -- Column 1 (real), Column 1 (imaginary), Column 2 (real), Column 2 (imaginary), . . . , Column N (real), Column N (imaginary). In the steady case all columns are real and are punched in order.

SECTION V  
PROCESSING INFORMATION

A. Operation

STANDARD FORTRAN MONITOR system

B. Estimated Machine Time

T = time in minutes

ISZ = number of strips

JSZM = total number of reduced velocities

MSZ = number of Mach numbers

n = number of sets (decks) of input data

$$T = 1.0 + .02 \left[ (ISZ \cdot MSZ \cdot JSZM)_1 + (ISZ \cdot MSZ \cdot JSZM)_2 \right. \\ \left. + \dots + (ISZ \cdot MSZ \cdot JSZM)_n \right]$$

C. Machine Components Used

Core storage, about 5300

Standard FORTRAN input tape (NTAPE 2)

Standard FORTRAN output print tape (NTAPE 3)

Standard FORTRAN output punch tape (NTAPE 7)

SECTION VI  
PROGRAM NOTES

A. Subroutines Used

RDLN, reads and prints title cards

AEROP4, punch AIC matrix

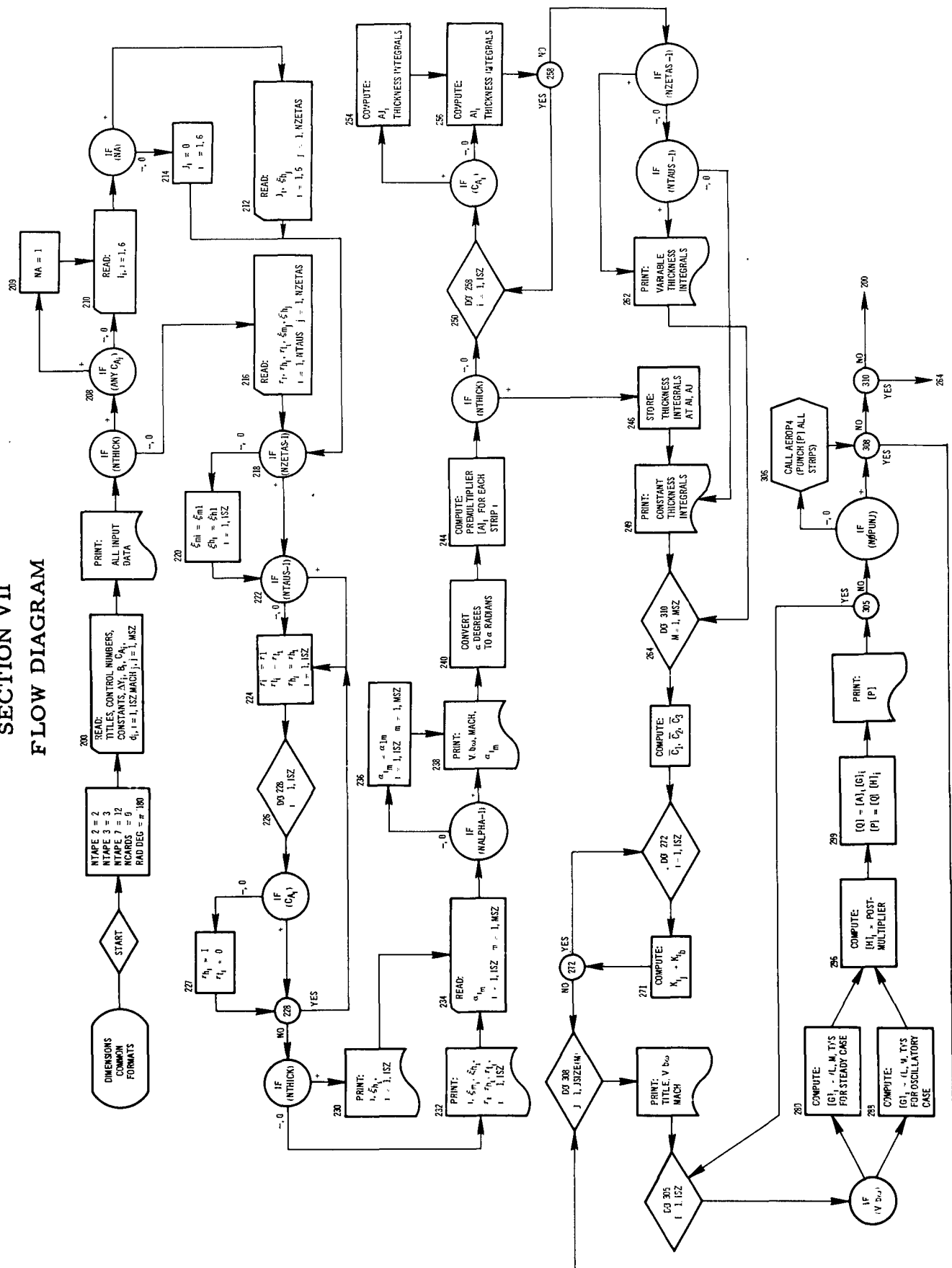
BINPU, column binary punch

All other subroutines are on library tapes

B. Generalized Tapes

Input, print, and punch tapes in this coding are defined as Units 2, 3, and 12, respectively; however, these may be altered by placing the desired units on symbolic cards HM110060, HM110061, and HM110062.

## SECTION VII



# SECTION VIII

## SYMBOLIC LISTING

Some of the symbols used in the program are defined as follows:

<u>FORTRAN Symbols</u>	<u>Definition</u>
NTHRY	Option--theory used for $\bar{C}_1, \bar{C}_2$
NTHICK	Option--thickness integrals given or computed
NALPHA	Option-- $\alpha$ 's constant or vary
NTAUS	Option-- $\tau$ 's constant or vary
NZETAS*	Option-- $\xi$ 's constant or vary
NØ PUNJ	Option--punching or no punching
ISZ	Number of strips
MSZ	Number of Mach numbers
J SIZE (M)	Number of reduced velocities for Mach number
JSZ	Number of reduced velocities for a Mach number
SEC LAM	sec $\Lambda$
BR	$b_r$
S	s
CAP S	S
C BAR	$\bar{c}$

---

\*Please, no remarks about our Greek!

# SYMBOLIC LISTING (continued)

<u>FORTRAN Symbols</u>	<u>Definition</u>
C BAR 1	$\bar{C}_1$
C BAR 2	$\bar{C}_2$
RAD DEG	$\pi/180.0$ (program constant)
DELTA Y(I)	$\Delta y$ for strip i
B (I)	b for strip i
CA (I)	$c_a$ for strip i
D (I)	d for strip i
EMACH (M)	m'th Mach number
EKR (J, M)	$1/k_r = (V/b_r \omega)$ for reduced velocity j, for m'th Mach number
EI (N)	I series (thickness integrals)
EJ (N)	J series (thickness integrals)
AI (I, N)	I series for strip i
AJ (I, N)	J series for strip i
ZETA H (I)	$\xi_h$ for strip i
ZETA M (I)	$\xi_m$ for strip i
TAU (I)	$\tau$ for strip i
TAU H (I)	$\tau_h$ for strip i
TAU T (I)	$\tau_t$ for strip i
ALPHA (I, M)	$\alpha$ for strip i, for m'th Mach number
EK (I, N)	K series for strip i

## SYMBOLIC LISTING (continued)

<u>FORTRAN Symbols</u>	<u>Definition</u>
CØNST (I)	$4(b/b_r)^2 \Delta y/s$ for strip i
A (I, N, K)	Premultiplying matrix in oscillatory coefficients matrix equation
G (N, K)	Real, oscillatory leading edge coefficient matrix
GI (N, K)	Imaginary matrix
H (N, K)	Postmultiplying matrix in oscillatory coefficients matrix equation
Q (N, K)	Working array
QI (N, K)	Working array
P (N, K)	AIC matrix, complex

The symbolic listing of the program is shown on the following pages.

# AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY. 4/20/62

HM110002  
HM110003

HM110004  
HM110005  
HM110006  
HM110007  
HM110008  
HM110009  
HM110010  
HM110011  
HM110012  
HM110013  
HM110014  
HM110015  
HM110016  
HM110017  
HM110018  
HM110019  
HM110020  
HM110021  
HM110022  
HM110023  
HM110024  
HM110025  
HM110026  
HM110027  
HM110028  
HM110029  
HM110030  
HM110031  
HM110032  
HM110033  
HM110034  
HM110035  
HM110036  
HM110037  
HM110038

C (DIM. FOR (I) ) 1=25

DIMENSION A(25,3,3), DELTA(25), B(25), TAU(25), ZETA(25),  
1 A(25,6), CONST(25), CH(25), FAH(25), ZETAH(25),

2 A(25,6), EK(25,6), DI(25), TAU(25)  
3 C (DIM. FOR (M), (J), (I), --- MIXED) M=15, J=20, I=25

DIMENSION EKR(20,15), ALPHA(25,15), E MACH(15), J SIZE(15)

C (DIM. FOR CONSTANT ARRAYS)

DIMENSION G(3,3), G(13,3), H(3,3), P(3,3), Q(3,3), Q(13,3)  
1 E(16), E(16)

COMMON EKR, ALPHA, E MACH, J SIZE, G, GI, H, P, PI, Q, QI, EJ

1, EI, A, AJ, AI, EK, DELTA Y, B, CA, D, TAU, TAU H, TAU T, ZETA M

Z, ZETA H, CONST

1 FORMAT (18E14)

2 FORMAT (6E12.8)

3 FORMAT (1H0 33X, 35AERODYNAMIC INFLUENCE COEFFICIENTS

1 16HBY PISTON THEORY )

4 FORMAT (1H 34X, 16HWITH VAN DYKES QUASI-STEADY THEORY

1 18H FINAGLING FACTOR) )

5 FORMAT (1H0 34X, 10HINPUT DATA // 1H 44X, 11Z, 7H STRIPS / 1H

1 44X, 11Z, 13H MACH NUMBERS / 1147, 16H REDUCED FREQUEN

2 14HCIES (TOTAL) / 1H0 44X, 15HSECANT LAMBDA = 1E16.8,

3 /1H 55X, 4HBR = 1E16.8, / 1H 56X, 3HS = 1E16.8 / 1H

4 56X, 3HS = 1E16.8 / 1H 52X, 7HIC BAR = 1E16.8 / 1H0

5 19X, 5HSTRIP 6X, 14HDELTA Y 11Z, 12X, 4H(11) 15X,

6 5H(11) 16X, 4H(11) // 11H 11Z, 2E20.8, 1E19.8,

7 1E21.8 ) )

6 FORMAT ( 1H0 51X, 18HSTRIP

7 FORMAT (1H0 14X, 5HSTRIP 7X, 6H XI M 11X, 6H XI H 13X,

1 3H(11) 13X, 5H(11) 12X, 5H(11) 11Z, 2X,

2 5E17.8 ) )

8 FORMAT (1H0 48X, 13H MACH NUMBER = 1E16.8 / (1H 53X, 8H1/K(R)

1 1E16.8 ) )

9 FORMAT (1H 11X, 29HALPHA ZERO SERIES (DEGREES) = 6(1F8.2, 3X )



## AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY.

```

1      / (1H 40X, 6(1F8.2, 3X) )
10 FORMAT (1H0 33X, 38H GIVEN THICKNESS INTEGRALS (CONSTANT)
1      16H FOR ALL STRIPS)
11 FORMAT (1H0 12X, 38H COMPUTED THICKNESS INTEGRALS (CONSTANT
1      16H FOR ALL STRIPS) )
12 FORMAT (1H0 45X, 28H COMPUTED THICKNESS INTEGRALS )
13 FORMAT (1H0 5X, 5H STRIP 7X, 4HJ(1) 12X, 4HJ(2) 12X, 4HJ(3) 12X,
1      4HJ(4) 12X, 4HJ(5) 12X, 4HJ(6) // (119, 3X, 6E16.8) )
14 FORMAT (1H0 5X, 5H STRIP 7X, 4HJ(1) 12X, 4HJ(2) 12X, 4HJ(3) 12X,
1      4HJ(4) 12X, 4HJ(5) 12X, 4HJ(6) // (119, 3X, 6E16.8) )
15 FORMAT (1H1 )
16 FORMAT (1H0 53X, 11H STEADY CASE // 1H 52X, 6HMACH = 1F 16.8,
1      // 1H 50X, 17H 1/K(R) = INFINITY // 1157, 7H STRIPS )
17 FORMAT (1H0 51X, 16H OSCILLATORY CASE // 1H 49X, 6HMACH = 1F 16.8H
1      // 1H 47X, 8H 1/K(R) = 1E16.8 // 1157, 7H STRIPS )
18 FORMAT (1H0 49X, 3H C(1 111, 8H) SIZE = 112, 3H BY 112 )
19 FORMAT (1H 30X, 3E18.8)
20 FORMAT (1H 3X, 2E16.8, 1H1 2E16.8, 1H1 )
21 FORMAT (1H 19X, 2E16.8, 1H1 2E16.8, 1H1 )
22 FORMAT (1H 39X, 2E18.8)

NTAPE2=2
NTAPE3=3
NTAPE7=12
NCARDS=0
RAD DEG=3.14159265 / 180.

200 CALL ROUN (NTAPE2, NTAPE3, 1)
CALL COLN (NTAPE2, NTAPE3, 2)
READ INPUT TAPE NTAPE2, 1, NTAPE7, NTHICK, NALPHA, NTAUS, NZETAS
READ INPUT TAPE NTAPE2, 1, ISZ, MSZ, NOPUNJ, (JSIZE(M), M=1, MSZ)
READ INPUT TAPE NTAPE2, 2, SECLAM, BR, S, CAPS, CBAR
READ INPUT TAPE NTAPE2, 2, (DELTA(I), I=1, ISZ)
READ INPUT TAPE NTAPE2, 2, (R(I), I=1, ISZ)
READ INPUT TAPE NTAPE2, 2, (G(I), I=1, ISZ)
READ INPUT TAPE NTAPE2, 2, (D(I), I=1, ISZ)
READ INPUT TAPE NTAPE2, 2, (EMACH(I), I=1, MSZ)

JDOG=0

```

JDOG=0

# AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY.

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```

DO 202 I=1,MSZ
202 JDOG=JDOG+JSIZE(I)
WRITE OUTPUT TAPE NTAPE3, 3
IF (NTAPE3) 206,206,206
204 WRITE OUTPUT TAPE NTAPE3, 4
206 WRITE OUTPUT TAPE NTAPE3, 5, ISZ, MSZ, JDOG, SECLAM, BR, S, CAPS,
1 CBAR, (I, DELTAY(I), B(I), CA(I),
2 D(I), I=1, ISZ)
IF (INTICK) 216,216,208
208 NA=0
DO 210 I=1,ISZ
IF (CA(I)) 210,210,209
209 NA=1
210 CONTINUE
READ INPUT TAPE NTAPE2, 2, (E(I), I=1,6)
IF (NA) 216,216,212
212 READ INPUT TAPE NTAPE2, 2, (E(I), I=1,6)
READ INPUT TAPE NTAPE2, 2, (ZETAH(I), I=1, NZETAS)
GOTO 216
214 DO 215 I=1,6
215 E(I)=0
GOTO 218
216 READ INPUT TAPE NTAPE2, 2, (TAUH(I), TAUH(I), TAUH(I), I=1, NTAUS)
READ INPUT TAPE NTAPE2, 2, (ZETAM(I), ZETAH(I), I=1, NZETAS)
218 IF (NZETAS-1) 220,220,222
220 DO 221 I=1, ISZ
ZETAH(I)=ZETAH(I)
221 ZETAH(I)=ZETAH(I)
222 IF (NTAUS-1) 224,224,226
224 DO 225 I=1, ISZ
TAU(I)=TAU(I)
225 TAUH(I)=TAUH(I)
226 DO 228 I=1, ISZ
IF (CA(I)) 227,227,228
227 ZETAH(I)=1.

```

HM110077  
 HM110078  
 HM110079  
 HM110080  
 HM110081  
 HM110082  
 HM110083  
 HM110084  
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 HM110099  
 HM110100  
 HM110101  
 HM110102  
 HM110103  
 HM110104  
 HM110105  
 HM110106  
 HM110107  
 HM110108  
 HM110109  
 HM110110  
 HM110111  
 HM110112  
 HM110113  
 HM110114

TAUT(1)=0.

228 CONTINUE

HM110115  
HM110116  
HM110117

IF (NHECK) 232,233,230

HM110118

230 WRITE OUTPUT TAPE NTAPE3, 5, (1, ZETAH(I), I=1, ISZ)

HM110119

GOTO 234

HM110120

232 WRITE OUTPUT TAPE NTAPE3, 7, (1, ZETAK(I), ZETAH(I), TAU(I),  
TAUH(I), TAUT(I), I=1, ISZ )

1

HM110121

HM110122

HM110123

HM110124

HM110125

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HM110130

HM110131

HM110132

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HM110387



# AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY.

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```

1      * (2.0*ZETA H(I)+ZETA M(I) )+AJ(I,2)
      AI(I,3)=- (TAU(I)/12.0)*ZETA H(I)*(3.0*ZETA H(I)+2.0
1      *ZETA M(I) )+(TAU H(I)/12.0)*3.0*ZETA H(I)*ZETA H(I)
2      *2.0*ZETA M(I)+ZETA M(I)*ZETA M(I)+ZETA M(I)*ZETA M(I,3)
      AL(I,4)= (TAU(I)*TAU H(I)/12.0*ZETA M(I) )*(1.0/3.0)*TS
1      * (ZETA H(I)-ZETA M(I) )+AJ(I,4)
      AI(I,5)= (TAU(I)*TAU H(I)/12.0)*(1.0/12.0)*TS*(3.0
1      *ZETA H(I)+ZETA M(I) )/(ZETA H(I)-ZETA M(I) )+AJ(I,5)
      AL(I,6)= (TAU H(I)*TAU H(I)/30.0)*ZETA M(I)*ZETA M(I,3)
1      *TS*(6.0*ZETA H(I)+ZETA H(I)+3.0*ZETA H(I)+ZETA M(I)
2      *ZETA M(I)+ZETA M(I))/(ZETA H(I)-ZETA M(I) )+AJ(I,6)
250 CONTINUE

```

```

      IF (NZETAS-1) 260,260,262
260 IF (NTAUS-1) 261,261,262
261 WRITE OUTPUT TAPE NTAPE3, 11
      GO TO 249

```

```

262 WRITE OUTPUT TAPE NTAPE3, 12
      WRITE OUTPUT TAPE NTAPE3, 13, (I, (AJ(I,N),N=1,6),I=1,152)
      WRITE OUTPUT TAPE NTAPE3, 14, (L, (AL(I,N),N=1,6),I=1,152)

```

```

264 DO 310 N=1,MSZ
      EMS=E MACH(M)*E MACH(M)
      SECS=SEC LAM*SEC LAM
      IF (NTHRY) 266,266,268

```

```

266 CBAR1=1.
      CBAR2=(1.4+1.0)/4.0
      GO TO 270

```

```

268 CBAR1= EMACH(M) / SQRTF (EMS-SECS)
      CBAR2= ( EMS*EMS*(1.4+1.0)-4.0*SECS*(EMS-SECS) ) / (4.0*
1      (EMS-SECS)*(EMS-SECS) )

```

```

270 CBAR3= (1.4+1.0) / 12.

```

```

      DO 272 I=1,152

```

```

      EK(I,1)=(1.0/E MACH(M) )*(CBAR1+2.0*CBAR2+E MACH(M)*AI(I,1)
1      +3.0*CBAR3*EMS*(AI(I,4)+ALPHA(I,M)*ALPHA(I,M) ) )
      EK(I,2)=(1.0/E MACH(M) )*(CBAR1+4.0*CBAR2+E MACH(M)

```

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY.

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```

1      *AI(1,2)+3.0*CBAR3*EMS*(2.0*AI(1,5)+ALPHA(1,M)*ALPHA(1,M))
      EK(1,3)=(4.0/(3.0*E MACH(M)))*(CBAR1+6.0*CBAR2*E MACH(M)*AI(1,3)
      +3.0*CBAR3*EMS*(3.0*AI(1,6)+ALPHA(1,M)*ALPHA(1,M)))
      HM110231
      HM110232
      HM110233
      IF (CALL) 272,272,271
271 EK(1,4)=(1./EMACH(M))*(CBAR1*(1.0-ZETAH(1))+2.*CBAR2
      *EMACH(M)*AJ(1,1)+3.0*CBAR3*EMS*(AJ(1,4)+ALPHA(1,M)
      *ALPHA(1,M)*(1.0-ZETA H(1))))
      HM110234
      HM110235
      HM110236
      EK(1,5)=(1.0/EMACH(M))*(CBAR1*(1.0-ZETA H(1))+ZETA H(1))
      +6.0*CBAR2*EMACH(M)*AJ(1,2)+3.0*CBAR3*EMS*(AJ(1,5)+ZETAH(1)
      *ZETA H(1)))
      HM110237
      HM110238
      HM110239
      EK(1,6)=(4.0/(3.0*E MACH(M)))*(CBAR1*(1.0-ZETA H(1))+ZETA H(1)
      *ZETA H(1)*ZETA H(1))+6.0*CBAR2*EMACH(M)*AJ(1,3)
      +3.0*CBAR3*EMS*(3.0*AJ(1,6)+ALPHA(1,M)*ALPHA(1,M)
      *ZETA H(1)*ZETA H(1)))
      HM110240
      HM110241
      HM110242
      HM110243
      HM110244
      HM110245
      JSZ=JSIZE(M)
      DO 308 J=1,JSZ
      WRITE OUTPUT TAPE NTAPE3, 15
      WRITE OUTPUT TAPE NTAPE3, 3
      IF (NTAPE3) 275,275,274
274 WRITE OUTPUT TAPE NTAPE3, 4
275 IF (EKR(J,M)) 276,276,277
276 WRITE OUTPUT TAPE NTAPE3, 16, EMACH(M), 15Z
      GOTO 278
277 WRITE OUTPUT TAPE NTAPE3, 17, EMACH(M), EKR(J,M), 15Z
278 DO 305 I=1,15Z
      IF (EKR(J,M)) 280,280,288
280 G(1,1)=0.
      G(2,1)=0.0
      88=8R*8R/(8(1)*8(1))
      G(1,2)=-EK(1,1)*88
      G(2,2)=-EK(1,2)*88
      IF (CALL) 284,284,282
282 G(1,3)=-EK(1,4)*88
      G(2,3)=-EK(1,5)*88
      G(3,1)=0.0

```

```

      G(3,2)=- (EK(1,5)-2.0*EK(1,4))*ZETA H(1) )*88
      G(3,3)=G(3,2)

```

HM110267  
HM110268

```

284 DO 286 I=1,3
    DO 286 IN=1,3
286 G(4,I,IN)=0.

```

HM110269  
HM110270  
HM110271

```

      GOTO 292

```

HM110272

```

288 ELK=EKR(J,M)*8R/B(1)
      ELKS=ELK*ELK

```

HM110273  
HM110274

```

      G(1,1)=0.0
      G(1,2)=-EK(1,1)*ELK
      G(1,3)=-EK(1,1)*ELKS

```

HM110275  
HM110276  
HM110277

```

      G(1,2)=-EK(1,2)*ELK
      G(2,1)=0.0

```

HM110278  
HM110279

```

      G(2,1)=-EK(1,2)*ELK
      G(2,2)=-EK(1,2)*ELKS

```

HM110280  
HM110281

```

      G(2,2)=-EK(1,3)*ELK
      IF (CALL) 292,292,290

```

HM110282  
HM110283

```

290 G(1,3)=-EK(1,4)*ELKS
      G(1,3)=- (EK(1,5)-2.0*EK(1,4))*ZETA H(1) )*ELK

```

HM110284  
HM110285  
HM110286

```

      G(2,3)=-EK(1,5)*ELKS
      G(2,3)=- (EK(1,6)-2.0*EK(1,5))*ZETA H(1) )*ELK
      G(3,1)=0.0

```

HM110287  
HM110288  
HM110289

```

      G(3,1)=- (EK(1,5)-2.0*EK(1,4))*ZETA H(1) )*ELK
      G(3,2)=- (EK(1,5)-2.0*EK(1,4))*ZETA H(1) )*ELKS

```

HM110290  
HM110291

```

      G(3,2)=- (EK(1,6)-2.0*EK(1,5))*ZETA H(1) )*ELK
      G(3,3)=- (EK(1,5)-2.0*EK(1,4))*ZETA H(1) )*ELKS

```

HM110292  
HM110293

```

      G(3,3)=- (EK(1,6)-2.0*EK(1,5))*ZETA H(1) )*ELK
      1 *ZETA H(1) )*ELK

```

HM110294  
HM110295

```

292 CONTINUE

```

HM110296  
HM110297  
HM110298

```

      NU=2

```

HM110299  
HM110300

```

      IF (CALL) 295,295,294
294 NU=3
295 DO 296 I=1,NU

```

HM110301

```

    DO 296 IN=1,NU
296 H(1T,IN)=A(1,IN,1T)
      H(3,1)=H(2,2)

```

HM110302  
HM110303  
HM110304

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY. 6/20/62

H(3,2)Y=-(H(3,1)+H(3,3) )

HM110305  
HM110306

C NURE A(I,N,N)\*I GEN,N)G(I,N,N) )\*(H(N,N) STORE IN P(N,N),P(I,N,N)  
DO 297 K=1,NU

HM110307  
HM110308

DO 297 L=1,NU  
Q(K,L)=0.0  
Q1(K,L)=0.0

HM110309  
HM110310  
HM110311

DO 297 M=1,NU  
Q(K,L)=Q(K,L)+M\*(K,M)\*G(I,N,N)  
297 Q1(K,L)=Q1(K,L)+M\*(K,M)\*G1(I,N,N)

HM110312  
HM110313  
HM110314

IN=2\*NU  
DO 299 K=1,NU  
DO 299 L=1,IN,2

HM110315  
HM110316  
HM110317

IT=L/2+1  
P(K,L,I)=0.  
P(K,L+1,I)=0.

HM110318  
HM110319  
HM110320

DO 298 M=1,NU  
P(K,L,I)=P(K,L,I)+Q(K,M)\*H(M,I,I)  
298 P(K,L+1,I)=P(K,L+1,I)+Q1(K,M)\*H(M,I,I)

HM110321  
HM110322  
HM110323

P(K,L,I)=P(K,L,I)+CONST(I)  
299 P(K,L+1,I)=P(K,L+1,I)+CONST(I)  
WRITE OUTPUT TAPE NTAPE3, 19, I, NU, NU

HM110324  
HM110325  
HM110326

IF ( I PIR(I,M) ) 300,300,302  
300 CORR=2.\*S\*CBAR/CAPS  
DO 301 K=1,NU

HM110327  
HM110328  
HM110329

DO 301 L=1,IN,2  
301 P(K,L,I)=PIR(L,I)+CORR  
IF ( I NO=23 ) 311,312,311

HM110330  
HM110331  
HM110332

311 WRITE OUTPUT TAPE NTAPE3, 19, ((PIR(K,L,I),L=1,IN,2),K=1,NU)  
GOTO 305  
312 WRITE OUTPUT TAPE NTAPE3, 22, ((PIR(K,L,I),L=1,IN,2),K=1,NU)

HM110333  
HM110334  
HM110335

GOTO 305  
302 IF (NO=23) 306,306,303  
303 WRITE OUTPUT TAPE NTAPE3, 20, ((PIR(K,L,I),L=1,IN),K=1,NU)

HM110336  
HM110337  
HM110338

GOTO 305  
304 WRITE OUTPUT TAPE NTAPE3, 21, ((PIR(K,L,I),L=1,IN),K=1,NU)  
305 CONTINUE

HM110339  
HM110340  
HM110341

IF ( NOPUNJ ) 308,306,308

HM110342



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```

306 CALL AERO P4 (EKR(J,M),EMACH(M),P,ISZ,NCARDS,NTAPE3,NTAPE7,CA)
HM110343
HM110344
308 CONTINUE
HM110345
HM110346
310 CONTINUE
HM110347
HM110348
HM110349
GOTO 200

```

```
GOTO 200  
END(1,0,0,0,0,0,0,0,0,0,0,0,0,0,0)
```

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY.

STORAGE NOT USED BY PROGRAM

DEC	DEC	DEC	DEC
2372	04504	30423	73327

STORAGE LOCATIONS FOR VARIABLES APPEARING IN COMMON STATEMENTS

DEC	DEC	DEC	DEC	DEC	DEC	DEC	DEC
AI	30973	74375	AJ	31123	74623	ALPHA	32261
B	30648	73670	CA	30623	73337	CONST	30448
D	30598	73606	EI	31354	75172	EJ	31360
EK	30823	74147	EMACH	31886	76216	GI	31847
H	31838	76136	JSIZE	31871	76177	PI	31379
QI	31369	75211	Q	31378	75222	TAUH	30548
TAUT	30523	73473	ZETAH	30473	73411	ZETAM	30498

STORAGE LOCATIONS FOR VARIABLES NOT APPEARING IN COMMON, DIMENSION, OR EQUIVALENCE STATEMENTS

DEC	DEC	DEC	DEC	DEC	DEC	DEC	DEC
BB	2371	04503	BR	2370	04502	CAPS	2369
GBAR2	2367	04477	GBAR3	2366	04476	GBAR	2365
EIK	2363	04473	EIKS	2362	04472	EMS	2361
I	2359	04467	ISZ	2358	04466	IT	2357
JSZ	2355	04463	L	2354	04462	M	2353
NALPHA	2351	04457	NA	2350	04456	NCARDS	2349
NITAPE2	2347	04453	NITAPE3	2346	04452	NITAPE7	2345
NTHICK	2343	04447	NTHRY	2342	04446	NUMBER	2341
NZETAS	2339	04443	RADDEC	2338	04442	SECLAM	2337
S	2335	04437	T	2334	04436	TS	2333

SYMBOLS AND LOCATIONS FOR SOURCE PROGRAM FORMAT STATEMENTS

EFN	LOC	EFN	LOC	EFN	LOC
871	1 04480	872	2 04376	873	3 04374
875	5 04334	876	6 04214	877	7 04202
879	9 04133	87A	10 04112	87B	11 04072
87D	13 04042	87E	14 04015	87F	15 03770
87H	17 03741	87I	18 03714	87J	19 03703
				87K	20 03677

011 21 0366 99960 12 01N 22 03657

LOCATIONS FOR OTHER SYMBOLS NOT APPEARING IN SOURCE PROGRAM

DEC	OCT	DEC	OCT	DEC	OCT	DEC	OCT
11	2305 04401	21	1936 03620	31	1945 03631	41	22767 77777
61	1959 03647	CJG0	2313 04411	CJG1	2314 04412	CJ100	2315 04413
CJ103	2316 04414	CJ104	2317 04415	CJ106	2318 04416	CJ107	2319 04417
CJ108	2320 04420	CJ108	2321 04421	CJ100	2322 04422	CJ10E	2323 04423
CJ162	2324 04424	CJ200	2325 04425	CJ20A	2326 04426	CJ20C	2327 04427
CJ206	2328 04430	CJ201	2329 04431	CJ20M	2330 04432	CJ20N	2331 04433
CJ200	2332 04434	DJ120	493 00755	DJ120	503 00767	DJ142	1305 02431
CJ42L	615 01147	DJ430	1022 01776	DJ43Q	1221 02305	DJ455	1763 03343
CJ45G	1844 03464	DJ45R	1903 03557	DJ45S	1924 03604	DJ53Q	1220 02304
DJ542	1304 02430	DJ555	1762 03342	DJ55G	1843 03463	DJ62L	614 01146
DJ620	1021 01775	DJ655	1923 03603	DJ3P	1107 02123	CJ4R	1648 03160

LOCATIONS OF NAMES IN TRANSFER VECTOR

DEC	OCT	DEC	OCT	DEC	OCT	DEC	OCT
AEROP4	7 00007	ROLN	1 00001	SQRT	6 00006	(FIL)	5 00005
(FPT)	8 00008	(RTN)	3 00003	(STH)	4 00004	(TSH)	2 00002

ENTRY POINTS TO SUBROUTINES NOT OUTPUT FROM LIBRARY

AEROP4	ROLN	SQRT	(FIL)	(FPT)	(RTN)	(STH)	(TSH)
200	33 00026	202	74 00207	204	77 00224	206	78 00230
208	85 00302	209	88 00313	210	89 00315	212	96 00334
214	107 00361	215	108 00362	216	110 00367	218	120 00423
220	121 00427	221	123 00434	222	124 00440	224	125 00446
225	128 00453	226	129 00457	227	131 00465	228	133 00471
230	135 00477	232	141 00520	234	146 00550	236	154 00602
237	156 00616	238	157 00626	240	176 00770	242	184 01066
244	189 01125	246	191 01134	247	197 01161	248	199 01165
249	201 01202	250	214 01235	252	218 01257	253	219 01257

EXTERNAL FORMULA NUMBERS WITH CORRESPONDING INTERNAL FORMULA NUMBERS AND DETAIL LOCATIONS

EFN	IFN	LOC	EFN	IFN	LOC	EFN	IFN	LOC
200	33	00026	202	74	00207	204	77	00224
208	85	00302	209	88	00313	210	89	00315
214	107	00361	215	108	00362	216	110	00367
220	121	00427	221	123	00434	222	124	00440
225	128	00453	226	129	00457	227	131	00465
230	135	00477	232	141	00520	234	146	00550
237	156	00616	238	157	00626	240	176	00770
244	189	01125	246	191	01134	247	197	01161
249	201	01202	250	214	01235	252	218	01257

# AERODYNAMIC INFLUENCE COEFFICIENTS BY DESIGN THEORY.

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PAGE 13

254	221 01265	256	228 01364	258	236 01566	260	238 01577
261	239 01603	262	241 01610	264	256 01666	266	260 01705
268	263 01714	270	265 01731	271	271 02124	272	274 02306
274	280 02354	275	281 02362	276	282 02365	277	285 02402
278	287 02420	288	289 02435	282	295 02464	284	300 02512
286	302 02513	288	304 02523	290	315 02572	292	325 02722
294	328 02730	295	329 02732	296	331 02752	297	340 03036
298	349 03165	299	351 03201	300	355 03234	301	358 03272
301	360 03307	312	368 03362	302	376 03431	303	377 03436
304	385 03503	305	392 03543	306	394 03560	308	396 03605
310	397 03613						

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HM110367	

STORAGE NOT USED BY PROGRAM

DEC	OCT	EFN	LOC
76	00114		
32561	77461		

SYMBOLS AND LOCATIONS FOR SOURCE PROGRAM FORMAT STATEMENTS

DEC	OCT	EFN	LOC	EFN	LOC
811	1 00112	812	2 00073	813	3 00072

LOCATIONS FOR OTHER SYMBOLS NOT APPEARING IN SOURCE PROGRAM

DEC	OCT	EFN	LOC	DEC	OCT
52	00064	75	00113	28	00034

LOCATIONS OF NAMES IN TRANSFER VECTOR

DEC	OCT	EFN	LOC	DEC	OCT	EFN	LOC
3	00003	(RTN)	1 00001	(STH)	2 00002	(TSH)	0 00000

ENTRY POINTS TO SUBROUTINES NOT OUTPUT FROM LIBRARY

DEC	OCT	EFN	LOC	DEC	OCT	EFN	LOC
		(RTN)	(STH)			(TSH)	

EXTERNAL FORMULA NUMBERS WITH CORRESPONDING INTERNAL FORMULA NUMBERS AND OCTAL LOCATIONS

DEC	OCT	EFN	LOC	DEC	OCT	EFN	LOC
5	00035	10	00044	6	11 00052		

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SUBROUTINE AERO P4 (VBRW,XMACH,CH,ISTRIP,NSTART,NTAPE3,NTAPE7,
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HM110406

1 DIMENSION CH(1:6,25), N(22), CA(25)
CA)
2 FORMAT (1H0 40X, 24H PUNCHED CARDS NOS. HM11 114,
1 10H THRU HM11 114 )
3 FORMAT (214, 64X, 4HMM11 114 )

4 GOZ = 603074010160
5 GOZ = 1
IS=NSTART
NITS=1
IF (VBRW) 4,4,5
4 NITS=2
5 WRITE OUTPUT TAPE NTAPE7, 1, VBRW, XMACH, IS
IS=IS+1
K=0
DO 7 I=1,ISTRIP
IF (CA(I)) 7,7,6
6 K=K+1
7 K=K+2
WRITE OUTPUT TAPE NTAPE7, 3, K, ISTRIP, IS
IS=IS+1

DO 8 I=1,22
8 I(I)=0.
N=0
DO 15 I=1,ISTRIP
NITS=4
IF (CA(I)) 10,10,9
9 NITS=6
10 NITS=NITS/2
DO 14 I=1,NITS,NITS
DO 13 J=1,NITS
M=M+1
IF (M-23) 13,11,11
11 M=M-22

```



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```
CALL BINPU (A,22,IORG,BCDZ,IS,NTAPE7)
IORG=IORG+22
IS=IS+1
DO 12 N=1,22
  A(N)=0.
12 GOTO 18
13 A(M)=CH(J,L,I)
14 M=M+K-NURTS
15 M=NURTS
  IF (M) 17,17,16
16 CALL BINPU (A,M,IORG,BCDZ,IS,NTAPE7)
  IS=IS+1
17 CALL BINPU (A,0,0,BCDZ,IS,NTAPE7)
  WRITE OUTPUT TAPE NTAPES, 2, NSTART, IS
  NSTART=IS+1
  RETURN
END(1,0,0,0,0,0,0,0,0,1,0,0,0,0,0,0)
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## STORAGE NOT USED BY PROGRAM

DEC	OCT	DEC	OCT
335	00517	32561	77461

## STORAGE LOCATIONS FOR VARIABLES APPEARING IN DIMENSION AND EQUIVALENCE STATEMENTS

DEC	OCT	DEC	OCT	DEC	OCT
A	334	00516			

## STORAGE LOCATIONS FOR VARIABLES NOT APPEARING IN COMMON, DIMENSION, OR EQUIVALENCE STATEMENTS

DEC	OCT	DEC	OCT	DEC	OCT
BEUT	312	00470	IBRG	311	00467
K	308	00464	M	307	00463
NIIS	304	00460	NIIS	306	00462
			NIIS	305	00461

## SYMBOLS AND LOCATIONS FOR SOURCE PROGRAM FORMAT STATEMENTS

EFN	LOC	EFN	LOC	EFN	LOC
011	1	00465	012	2	00460
				013	3
					00421

## LOCATIONS FOR OTHER SYMBOLS NOT APPEARING IN SOURCE PROGRAM

DEC	OCT	DEC	OCT	DEC	OCT
11	295	00467	21	293	00475
91	294	00466	C100	299	00453
C1200	302	00456	C1201	303	00457
				01206	145
					00221

## LOCATIONS OF NAMES IN TRANSFER VECTOR

DEC	OCT	DEC	OCT	DEC	OCT
BIMPU	2	00002	(FIL)	1	00001
				(STH)	0
					00000

ENTRY POINTS TO SUBROUTINES NOT OUTPUT FROM LIBRARY

(STH)

# EXTERNAL FORMULA NUMBERS WITH CORRESPONDING INTERNAL FORMULA NUMBERS AND DIGITAL LOCATIONS

EFN	IFN	LOC	EFN	IFN	LOC	EFN	IFN	LOC	EFN	IFN	LOC
4	12	00061	5	13	00063	6	19	00111	7	20	00114
8	25	00137	9	30	00163	10	31	00165	18	35	00232
11	36	00237	12	42	00261	13	44	00266	14	45	00276
15	46	00311	16	49	00333	17	52	00347			

\*\*\*\*\*HMI10429\*\*\*\*\*  
\*\*\*\*\*HMI10430\*\*\*\*\*

CALLING SEQUENCE	FILE
TSX OPEN,4	FILE0531
TSX	FILE0532
TSX	FILE0533

* TSX	LOC (NO. WORDS TO PUNCH)	HM110434
* TSX	LOC (CARD ORIGIN FOR 1ST CARD)	HM110435
* TSX	LOC (SEQ NO. OF 1ST CARD)	HM110436

\* TXS LOC (END TO FOR THIS DECK, 1ST AND 2ND CHARACTER BLANKS) HML10437  
 \* TXS LOC (EQUIPMENT TAPE NUMBER) HML10438  
 HML10439  
 CONTRARY TO BELIEF, NO ITEMS MAY BE OBTAINED IN THIS MODIFICATION. HML10440  
 HML10441

\*  
\* ITEMS MARKED (\*) MAY BE DELETED. BCD ID WILL BE  
UNCHANGED AND SEQ. NOS. WILL BE CONTINUOUS  
STARTING  
HM110440  
HM110441  
HM110442

UNRECORDED AND SEC. NUS. WILL BE CONTINUOUS STAKING  
FROM 0000. ALSO ORDER MAY BE SWITCHED.  
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BINPU	SXA	X1,1	HM110450
	SXA	Y2 2	...

[illegible]

CLA	LOC OF ARRAY	HM110456
1,4	LOC OF ARRAY	HM110456
STA	ARRAY	HM110455
2,4	WORD COUNT	HM110456

SLW	END	END=0 IF TRANSFER CARD
HM110457		

# REMPU ROUTINE TO WRITE COL BIN CARDS ON TAPE. FIBIT

4/20/62 PAGE 2

00016	0402 00 0 00325	SUB	D1			HM110458
00017	0622 00 0 00066	STD	LCCN			HM110459
00020	0634 00 0 00061	SXA	COUNT,0			HM110460
00021	0500 00 4 00003	CLA*	3,4		SET UP CONTROL WORD	HM110461
00022	0771 00 0 00022	ARS	18			HM110462
00023	-0120 00 0 00025	TMI	**2			HM110463
00024	-0501 00 0 00266	ORA	REL		ADD RELATIVE BIT	HM110464
00025	-0501 00 0 00334	ORA	IMAGE		7-9, WORD COUNT=22	HM110465
00026	0602 00 0 77740	SLW	CIMAGE		CONTROL WORD ESTABLISHED.	HM110466
00027	1774 00 2 00002	AXT	2,2			HM110467
00030	-0625 00 0 00302	STL	BLSEQ		SET BLSEQ TO ITS NORMAL STATE	HM110473
00031	-0500 00 4 00004	CAL	4,4		TEST FOR 4TH, 5TH ARGS	HM110474
00032	-0320 00 0 00265	ANA	MSKPDIT			HM110475
00033	0322 00 0 00307	ERA	MSKTSX			HM110476
00034	-0100 00 0 00054	TNZ	G2		NO MORE TSXES	HM110477
00035	0500 00 4 00004	CLA*	4,4			HM110478
00036	-0340 00 0 00262	LAS	BC18			HM110479
00037	0020 00 0 00051	TRA	G3		BIG, THIS IS ID	HM110480
00040	0600 00 0 00302	STZ	BLSEQ		EQUAL, FLAG BLANK SEQ. NO.	HM110481
00041	-0100 00 0 00043	TNZ	**2		IS SEQ NO NON-ZERO.	HM110482
00042	-0754 00 0 00000	PXD			NO	HM110483
00043	-0130 00 0 00000	XCL			SMALL, THIS IS SEQ NO.	HM110484
00044	0634 00 4 00046	SXA	**2,4			HM110485
00045	0074 00 4 00172	TSX	C0SEQ,4		CONVERT SEQ NO TO BCD	HM110486
00046	0774 00 4 00000	AXT	**4			HM110487
00047	0602 00 0 00267	SLW	SEQNO		SAVE	HM110488
00050	1 77777 4 00053	TXI	G5,4,-1			HM110489
00051	0601 00 0 00305	STO	BCD10			HM110490
00052	1 77777 4 00053	TXI	G5,4,-1		MOVE TO NEXT ARGUMENT	HM110491
00053	2 00001 2 00051	FIX	G4,2,1		AT MUST 2 EXTRA ARGS.	HM110492
00054	0634 00 4 00144	SXA	X4,4			HM110493
00055	-0520 00 0 77776	NZT	END		IS WORD COUNT ZERO	HM110494
00056	0020 00 0 00152	TRA	TRCD		MUST BE A TRANSFER CARD	HM110495

# MINPU ROUTINE TO WRITE COL BIN CARDS ON TAPE. FIBI

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\*\*\*\*\*  
 \* BUILD THE CARD IMAGE.  
 \*\*\*\*\*  
 \*  
 \*\*\*\*\*

HM110496  
 HM110498  
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 HM110501  
 HM110502  
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 HM110531  
 HM110532  
 HM110533

CLEAR AC FOR CHECKSUM.

MOVE ARRAY INTO CORE.

ACCUMULATE CHECKSUM FOR BODY.

FINISH WHEN SPECIFIED  
 BY NO. WORDS DESIRED.(2,4)

SET COUNT FOR NEXT LOOP.

ADD IN CONTROL WORD.

PUT CHECKSUM IN IMAGE.

\*\*\*\*\*  
 \* EDIT THE IDENTIFICATION FIELD.  
 \*\*\*\*\*

EDIT CAL SEONO

LDQ L(1)

LGR 18

CAL BCDID

LGL 6

STQ IDLED

XCL

SXA SVI,1

AXT 4,2

AXT 2,4

AXT 3,1

PKD

CAQ TAB,1

TNX \*\*3,1,1

ALS 12

TRA \*-3

00071 -0500 00 0 00267

00074 0560 00 0 00327

00075 -0765 00 0 00022

00076 -0500 00 0 00305

00077 -0763 00 0 00006

00100 -0600 00 0 00326

00101 -0130 00 0 00000

00102 0634 00 1 00120

00103 0774 00 2 00004

00104 0774 00 4 00002

00105 0774 00 1 00003

00106 -0754 00 0 00000

00107 -0114 01 0 00230

00110 -2 00001 1 00113

00111 0767 00 0 00014

00117 0020 00 0 00107

COIN AT LAST TO LAST+3

00113	0602 00 2	77734	SLW	LAST+4,2
00114	1 77777 2	00115	TXI	*+1,2,-1
00115	2 00001 +	00105	TEX	ABC+4,1
00116	0540 00 0	00326	LBO	BLEED
00117	3 00000 2	00004	FXN	ABC-1,2,3,0
00118	00000 2	00000	SVI	** , 1

**CHURCHMAN/SAVED CINO).**

DATE	TIME	AXI	SVI	AXI	SVI	AXI	SVI
000116	0550 00 0 00116	100	00000	100	00000	100	00000
000117	0600 00 0 00117	100	00000	100	00000	100	00000
000118	0610 00 0 00118	100	00000	100	00000	100	00000
000119	0620 00 0 00119	100	00000	100	00000	100	00000
000120	0630 00 0 00120	100	00000	100	00000	100	00000
000121	0640 00 0 00121	100	00000	100	00000	100	00000
000122	0650 00 0 00122	100	00000	100	00000	100	00000
000123	0700 00 0 00123	100	00000	100	00000	100	00000
000124	0710 00 0 00124	100	00000	100	00000	100	00000
000125	0720 00 0 00125	100	00000	100	00000	100	00000
000126	0730 00 0 00126	100	00000	100	00000	100	00000
000127	0740 00 0 00127	100	00000	100	00000	100	00000
000128	0750 00 0 00128	100	00000	100	00000	100	00000
000129	0800 00 0 00129	100	00000	100	00000	100	00000
000130	0810 00 0 00130	100	00000	100	00000	100	00000
000131	0820 00 0 00131	100	00000	100	00000	100	00000
000132	0830 00 0 00132	100	00000	100	00000	100	00000
000133	0840 00 0 00133	100	00000	100	00000	100	00000
000134	0850 00 0 00134	100	00000	100	00000	100	00000
000135	0900 00 0 00135	100	00000	100	00000	100	00000
000136	0910 00 0 00136	100	00000	100	00000	100	00000
000137	0920 00 0 00137	100	00000	100	00000	100	00000
000138	0930 00 0 00138	100	00000	100	00000	100	00000
000139	0940 00 0 00139	100	00000	100	00000	100	00000
000140	0950 00 0 00140	100	00000	100	00000	100	00000
000141	1000 00 0 00141	100	00000	100	00000	100	00000
000142	1010 00 0 00142	100	00000	100	00000	100	00000
000143	1020 00 0 00143	100	00000	100	00000	100	00000
000144	1030 00 0 00144	100	00000	100	00000	100	00000
000145	1040 00 0 00145	100	00000	100	00000	100	00000
000146	1050 00 0 00146	100	00000	100	00000	100	00000
000147	1100 00 0 00147	100	00000	100	00000	100	00000
000148	1110 00 0 00148	100	00000	100	00000	100	00000
000149	1120 00 0 00149	100	00000	100	00000	100	00000
000150	1130 00 0 00150	100	00000	100	00000	100	00000
000151	1140 00 0 00151	100	00000	100	00000	100	00000
000152	1150 00 0 00152	100	00000	100	00000	100	00000
000153	1200 00 0 00153	100	00000	100	00000	100	00000
000154	1210 00 0 00154	100	00000	100	00000	100	00000
000155	1220 00 0 00155	100	00000	100	00000	100	00000
000156							

\*\*\*\*\*  
 \* THE ENTIRE CARD IMAGE IS BUFILE, WITH THE BODY  
 \* AT IMAGE THRU IMAGE+23, AND ID AT LAST THRU LAST+3.  
 \*  
 \* \*\*\*\*\*  
 \* END CARD ON TAPE. \*\*\*\*\*  
 \* \*\*\*\*\*

[illegible]

00121	0761	00	0	C0000	WRITE	NOP
00122	0500	00 <td>0 <td>00331</td> <td>WRITE1</td> <td>CAL</td> </td>	0 <td>00331</td> <td>WRITE1</td> <td>CAL</td>	00331	WRITE1	CAL

140

SEP 24 1968 ERIE PAGE 14

[illegible]

SET (WER) FOR RETRY.

	PAA	STA*	\$(WIC)	CITY
00127	0754	00	4	00000
00130	0621	60	0	00003

INVESTMENT CARD COUNT.

TEST IF LAST CARD.

# MEMBERSHIP CARD

**ALL DONE. EXIT**

**UPDATE THE CARD ORIGIN.**

## BINPU ROUTINE TO WRITE COL BIN CARDS ON TAPE. FORTI

```

00151 0020 00 0 00057          TRA      NEXT
*****
00152 0174 00 2 00027          TRCD  AXT  2372
00153 0400 00 2 77770          STZ      CIMAGE+24,2
*****
00154 2 00001 2 00153          TIX      *-1,2,1
00155 0500 00 0 00322          CLA      ZWC
00156 0622 00 0 77740          STD      CIMAGE
00157 0020 00 0 00077          TRA      EDI1
*****
00160 0600 00 0 77776          OUT      STZ      END
00161 -2 00001 2 00070          TNX      IN,2,1
00162 0602 00 0 77777          SLN      COMMON
00163 -0754 00 2 00000          PND      D12
00164 0402 00 0 77740          SUB      CIMAGE
00165 0622 00 0 77740          STD      CIMAGE
00166 -0500 00 0 77777          CAL      COMMON
00167 -3 00000 2 00070          TXL      IN,2,0
00170 0600 00 2 77770          STZ      CIMAGE+24,2
00171 1 77777 2 00167          TXI      *-2,2,1-1
*****
* THIS ROUTINE CONVERTS A BINARY INTEGER TO BCD. (4 DIGITS DECR-MQ)
*****
00172 -0754 00 0 00000          CUSED  PND
00173 -0520 00 0 00302          NZT      BLSED
*****
00174 0020 00 0 00211          TRA      COSEQX
00175 0765 00 0 00022          LRS      18
00176 0221 00 0 00332          DVP      TEN
*****
00177 0601 00 0 77777          STB      COMMON
00200 -0754 00 0 00000          PND
00201 0221 00 0 00332          DVP      TEN
00202 0767 00 0 00006          ALS      6
00203 -0602 00 0 77777          ORS      COMMON
00204 -0754 00 0 00000          PND
*****

```





BINPU ROUTINE TO WRITE COL BIN CARDS ON TAPE. FIBIL

00205	0221 00 0 00332	DVP	TEN	HM110610
00206	0767 00 0 00014	ALS	12	HM110611
00207	-0501 00 0 77777	ORA	COMMON	HM110612
00210	0020 00 4 00001	TRA	1,4	HM110613
00211	-0500 00 0 00304	COSEQX CAL	BLANK	HM110614
00212	0020 00 4 00001	TRA	1,4	HM110615

\*\*\*\*\*  
 HM110616  
 HM110617  
 HM110618

00213	-0 00030 0 77740	PUNCHD IBCP	CIMAGE,0,24	HM110619
00214	0 00003 0 77730	LOGD	LAST,0,3	HM110620

\*\*\*\*\*  
 HM110621  
 HM110622  
 HM110623

\* TABLE FOR BCD ADDITION OF 1 TO CIACC)

00215	0800 00 0 00215	TBI	HTR	TBI	0	HM110624
00216	0100 00 0 00215	TA	TZE	TBI	1	HM110625
00217	0700 00 0 00215	MPY	TBI		2	HM110626
00220	0300 00 0 00215	FAD	TBI		3	HM110627
00221	0400 00 0 00215	ADD	TBI		4	HM110628
00222	0500 00 0 00215	CLA	TBI		5	HM110629
00223	0600 00 0 00215	STZ	TBI		6	HM110630
00224	0700 00 0 00215	CPY	TBI		7	HM110631
00225	1 00000 0 00215	TXI	TBI		8	HM110632
00226	1 1C000 0 00215	TXI	TBI,0,4096		9	HM110633
00227	0000 00 0 00216	HTR	TB		0 WITH CARRY	HM110634

\* TABLES FOR BCD-COL. BIN. CONVERSION

\* HOLES ARE FILLED IN WITH CONSTANES

00230	+000000000000	TAB	OCT	1000,400,200,100,60,20,10,4,2,1
-------	---------------	-----	-----	---------------------------------

HM110635

HM110636

HM110637

00232 +000000000000

00233 +000000000000

00234 +000000000000

00235 +000000000000

00236 +000000000000

00237 +000000000000

00240 +000000000000

00241 +000000000000

00242 -377777770C00

MSK2CH OCT 777777770000,102,42

HM110638

BINPU ROUTINE TO WRITE COL BIN CARDS ON TAPE. FIBII

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00243 +0000000000102  
 00244 +0000000000042  
 00245 +0000000000000  
 00246 +0000000000000  
 00247 +0000000000000  
 00250 +0000000000000  
 00251 +0000000000000  
 00252 +0000000000000  
 00253 +0000000000000  
 00254 +0000000000000  
 00255 +0000000000000  
 00256 +0000000000000  
 00257 +0000000000000  
 00260 +0000000000000  
 00261 +0000000000000  
 00262 +0000000000000  
 00263 +0000000000000  
 00264 +0000000000000  
 00265 -3 77777 7 00000  
 00266 0400 00 0 00000  
 00267 +0000000000000  
 00270 +0000000000000  
 00271 +0000000000000  
 00272 +0000000000000  
 00273 +0000000000000  
 00274 +0000000000000  
 00275 +0000000000000  
 00276 +0000000000000  
 00277 +0000000000000  
 00300 +0000000000000  
 00301 +0000000000000  
 00302 0 00000 0 00000  
 00303 +0000000000000  
 00304 +0000000000000  
 00305 +0000000000000  
 00306 +0000000000000  
 00307 +0000000000000  
 00310 +0000000000000

00123 OCT 0,0,0  
 OCT 4000,4400,4200,4100,4040,4020,4010,4004,4002,4001

HM110639

HM110640

BCI 1,0  
 OCT 4102,4042

HM110641  
 HM110642

MSKPD TXL 0,7,-1  
 REL ADD

HM110643  
 HM110644  
 HM110645  
 HM110646

BLSEQ OCT 2102,2042  
 BCI 1,  
 BLANK BCI 1,  
 MSKTX TXS 0,  
 OCT 0,1400,1200,1100,1040,1020,1010,1004,1002,1001

HM110647  
 HM110648  
 HM110649  
 HM110650  
 HM110651  
 HM110652

STIMPU ROUTINE TO WRITE COL BIN CARDS ON TAPE. FIBIT

00311 +000000001400  
 00312 +000000001200  
 00313 +000000001100  
 00314 +000000001000  
 00315 +000000000900  
 00316 +000000000800  
 00317 +000000000700  
 00320 +000000001002  
 00321 +000000001001  
 00322 +000000001000  
 00323 +000000001002  
 00324 +000000001042  
 00325 0 00001 0 00000  
 00326 0 00000 0 00000  
 00327 0 00000 0 00001  
 00328 0 00000 0 00005  
 00329 0 00001 0 00020  
 00332 +000000000012  
 00333 0000 00 0 00026  
 00334 +000526000000

ZERO WORDS FOR TCD

ZMC DCT 000500000000  
 DCT 1102,1042

HM110653  
 HM110654

0,0,1

D1 IDLCD PZE

HM110655  
 HM110656

L111 PZE 1  
 5A PZE 5  
 14B PZE 16,12

HM110657  
 HM110658  
 HM110659

TEN DEC 10  
 A22 HTR 22

HM110660  
 HM110661  
 HM110662

CONTROL WORD SKELETON

000526000000

IMAGE DCT  
 CORRUM EQU  
 CORRUM EQU  
 CORRUM EQU

HM110663  
 HM110664  
 HM110665

77776 END SYN COMMON-1  
 END

HM110666  
 HM110667

BINPU ROUTINE TO WRITE COL BIN CARDS ON TAPE, FIDJI  
 POST PROCESSOR ASSEMBLY DATA

4/20/62

335 IS THE FIRST LOCATION NOT USED BY THIS PROGRAM

REFERENCES TO DEFINED SYMBOLS

330 5A

325 D1 16

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38 G4 53

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6 BINPU 0

306 BLANK 211

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4/20/62

POST PROCESSOR ASSEMBLY DATA

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MINIPL ROUTINE TO WRITE COL BIN CARDS ON TAPE. FIBIL

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177 COSEQ 45
61 COUNT 20, 70
145 IDLCO 100, 116
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334 IMAGE 25
267 SEQNO 47, 73, 132, 135
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5 (TES) 141
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211 COSEQX 174
242 MSK2CH
285 MSKPB1 32
207 MSKISK 33
213 PUMCHD 125
122 WRITE1
```

NO ERROR IN ABOVE ASSEMBLY.

HM110668

DATA

ENTRY POINTS TO SUBROUTINES REQUESTED FROM LIBRARY,

MACHINE TAPE	TOTAL		TOTAL		NOISE RECORDS		TOTAL REDUNDANCIES		POSITIONING	
	WRITES	READS	WRITES	READS	WRITING	READING	WRITING	READING	WRITING	READING
A 1	0	330	0	0	0	0	0	0	0	0
B 2	591	656	0	0	0	0	0	0	0	0
B 3	125	133	0	0	0	0	0	0	0	0
A 4	450	535	0	0	0	0	0	0	0	0
A 2	0	677	0	0	0	0	0	0	0	0
A 3	579	3	0	0	0	0	0	0	0	0
B 4	159	167	0	0	0	0	0	0	0	0
EXECUTION 12.323										

<p style="text-align: center;">UNCLASSIFIED</p>	<p>Aerospace Corporation, El Segundo, California. AERODYNAMIC INFLUENCE COEFFICIENTS FROM PISTON THEORY: ANALYTICAL DEVELOPMENT AND COMPUTATIONAL PROCEDURE, prepared by W.P. Rodden, E.F. Farkas, H.A. Malcom and A. M. Kliszewski. 15 August 1962. [90] p. incl. illus. (Report TDR-169(3230-11)TN-2;SSD-TDR-62-75) (Contract AF 04(695)-169)      Unclassified report</p> <p>In this report we present a method for calculating the aerodynamic influence coefficients (AICs) based on third-order piston theory with an optional correction to agree with Van Dyke's quasi-steady second-order theory. The AICs are computed assuming the airfoil to have a rigid chord with or without a (rigid chord) control surface. The influence coefficients relate the surface deflections to the aerodynamic forces through the following definitions in the oscillatory case, <math>\left  F \right  = \rho \omega^2 b_r^2 [C_h] \left  h \right </math> and in the steady</p> <p style="text-align: center;">UNCLASSIFIED</p>
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